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STATE ENGINEERING EXPERIMENT STATION
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Final Report

Project No. 160-99

AN EXAMINATION OF THE QUALITATIVE ASPECTS OF THE LOCAL HOUSING MARKET IN LOCATIONAL TERMS

An Experimental Study Conducted In
The Urban Area of Atlanta, Georgia

By

MAURICE R. BREWSTER and WILLIAM A. FLINN

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Gentlemen:

The research and studies forming the basis of this report were performed pursuant to Contract No. H-26, Housing and Home Finance Agency Project O-E-69, Order No. 326-OA-50, authorized by Title III of the Housing Act of 1948, as amended.

The substance of such research and studies is dedicated to the public. It is understood that the accuracy of statements or interpretations contained herein are solely the responsibility of the authors and publisher.

Respectfully submitted:

Maurice R. Brewster,
Project Director

William A. Flinn,
Asst. Project Director

Approved:

Gerald A. Rosselot, Director
State Engineering Experiment Station

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AN EXAMINATION OF THE QUALITATIVE ASPECTS OF THE LOCAL HOUSING MARKET IN LOCATIONAL TERMS

I. SUMMARY OF INVESTIGATION AND RESULTS

A. Nature of Problem and Purpose of Study

The misplacement of residential building in relation to the current and predictable future demand results in economic waste. Comprehensive methods for selecting residential locations are vital to the conservation of our economic activities.

The community as a whole and certain groups in particular share the losses incident to inadequate planning. The builder, for example, finds it difficult to sell poorly located homes readily or at prices commensurate with costs. This results in the failure of the builder to obtain reasonable profits and ultimately in a restriction of building activity.

Locational maladjustments are equally important to the mortgage lender. So long as the housing market remains strong, his interests remain reasonably secure. But, from past experience, it is apparent that where supply overtakes demand, misplaced housing tends to offer relatively smaller security than those units which are more appropriately situated.

The consumer who falls heir to the ineptly placed home is, perhaps, the most unfortunate of all, since he must either live in an undesirable location or shift the burden to another, often at a financial sacrifice.

Poorly planned residential construction makes impossible the optimum use of available community facilities such as sewage, water supply and educational institutions. This creates an unwelcome drain on public funds. Adequate interpretation of present and future locational demand for dwelling units would implement metropolitan planning, allowing the community to enjoy equal facilities at a lower cost, or more extensive facilities at the same cost.

It is logical, therefore, to attempt the development of a comprehensive approach to the solution of this problem. A very real need exists for research that would (a) identify the types and sources of information necessary in forecasting housing demand by locations within an expanding metropolitan area, (b) develop a relatively simple and inexpensive method of gathering and interpreting such material, and (c) suggest ways and means of organizing small local groups that can undertake studies of this kind on a continuing basis.

B. Summary Description of Phases of Study

Three general phases were developed in the research underlying this project. These were (a) selecting, delineating and describing study areas, (b) sampling the residents to find out how they evaluate their residential locations, and (c) surveying the methods used by builders and lenders in their selection of residential locations.*

In phase one, it was necessary to identify specific local areas that would best reflect the quality of demand. The limited scope of the project precluded an area-wide study. The principles and methods by which these areas were selected are described in Chapter II.

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*The original plan of this study involved measuring the intensity of housing demand by locations as reflected in the following items:
(a) Number and duration of vacancies
(b) Trend of sales prices and rental rates
(c) Promptness with which new units sold or rented
(d) Promotional activity required to dispose of units
(e) Concessions and inducements to buy.

It soon became clear that the current sellers market in the Atlanta area was so strong that these indications of demand would not give reliable results. The development of the Korean situation further complicated matters. Speculative building frequently sold as soon as the foundations were laid and many rental units developed waiting lists. The alternate method of evaluating residential locations is outlined above.

The second phase of the study consisted of taking a sample of consumers living in the selected study areas to determine what factors they thought were important and desirable in a residential location.

In the third phase builders were interviewed to find how they selected locations for residential building. Mortgage lenders also were questioned on their methods of determining the effect of location on mortgage risks.

C. Conclusions and Recommendations

Builders and mortgage lenders are interested in the selection of locations for additional housing. The abnormally strong demand for housing and relatively easy financing of recent years have minimized the care with which locations for new housing are selected. Nevertheless, it is recognized that when a normal demand-supply condition returns to the housing market, price concessions may be substantial and vacancies numerous in newly developed areas which are unable to compete on the basis of locational convenience.

The present study has developed a relatively simple procedure which will facilitate the selection of good residential locations. It is recommended as a supplement to, rather than a substitute for, the considered judgment of builders and lenders.

With the present study as a guide, it seems quite feasible in any community for mortgage lenders and home builders to make market surveys that would reduce the risk in location selection. Furthermore, where these are well organized with an active office staff, it may be possible to integrate the suggested locational housing market studies into existing activities without large outlays of additional funds.

Recommended research for such local groups includes:

(1) Division of all partially developed and undeveloped residential land into sub-areas suitable for study;

(2) A sample survey of consumers in all populated sub-areas to get their evaluation of the locations in which they live;

(3) Collection of other significant demand factors by areas, including new residential construction, time required to dispose of new units, and vacant units.

Inasmuch as this research is concerned with location, as much of the information as possible should be put on maps for convenient use by builders and lenders.

II. SELECTION AND DESCRIPTION OF TEN LOCAL STUDY AREAS IN THE ATLANTA, GEORGIA, METROPOLITAN AREA

A. Guiding Principles in the Selection of Study Areas

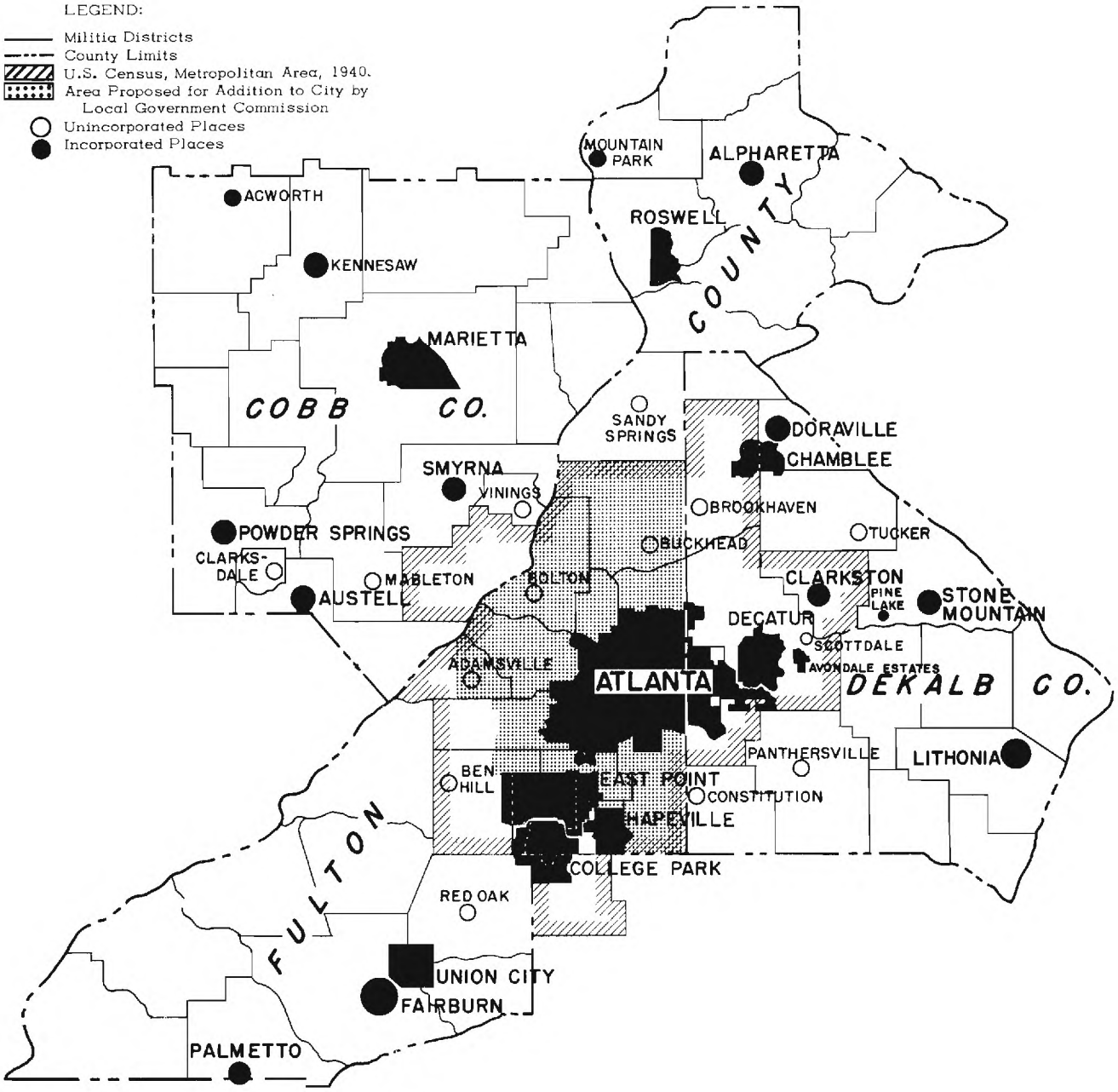
In a limited housing study dealing with an area the size of the Atlanta metropolitan district (See Figure 1), some degree of selectivity must enter into the choice of locations to be studied. Such a strong housing demand has existed in this area that nearly all residential sections have experienced some growth in the postwar years. Within the present city limits of Atlanta, there are no vacant areas of sufficient size to accommodate large-scale housing developments. Therefore, in recent years most of the residential construction has taken place in the suburban areas of Fulton and DeKalb Counties.

In sections which have expanded rapidly and extensively, consumers have readily taken up the additional housing made available to them. Areas which have experienced a substantial amount of recent construction were selected for study because it was felt that these areas would offer the best sample of postwar consumer demand.

A second basis for selection of study areas was the availability of room for expansion, since it would be futile to consider sections that were already approaching a state of saturation.

A third principle followed was to include areas that contained the classes of housing most important to local builders. Luxury housing and very low cost housing were not included. In a southern community, such as Atlanta, the racial factor also assumes some importance. One of the study areas was chosen because it contained one of the largest new residential developments for Negro occupancy in the metropolitan district.

The fourth and final major consideration in the selection of study areas was to assure wide distribution of the areas throughout the metro-



Source: Atlanta Metropolitan Planning Commission

Figure 1. Atlanta Metropolitan Area, U.S. Census, 1950.

politan district.

B. Methods of Selection

The methods used in the selection of areas for study were logical applications of the principles outlined above. Fortunately, the Atlanta Metropolitan Planning Commission had assembled and classified building commitments made by the Federal Housing Administration and the Veterans Administration in the Atlanta metropolitan area. Since these commitments represented the majority of units constructed, it was possible to ascertain from them generally where the bulk of new construction had taken place. Twelve tentative areas were marked out for further study.

After this tentative delineation had been made, all sections were physically inspected and ten were selected for more intensive research.

The specific methods followed as an aid in applying the foregoing principles of selection are illustrated in the Appendix, Section B,1 (Area Study Instructions).

A handicap, which was present in this study and is likely to be encountered elsewhere, was the lack of detailed and accurate area maps. A considerable part of the effort at this stage was devoted to the job of bringing existing maps up to date.

C. Classification of Study Areas

In the following section, the ten areas selected for study are discussed individually and in the following order:

Area A - Clairmont-Scott Boulevard
Area B - East Lake-Glenwood
Area C - Cascade-Campbellton
Area D - Simpson-Anderson Park
Area E - Howell Mill-Northside
Area F - Piedmont-Lindbergh
Area G - Roswell-Lakemore
Area H - Silver Lake-Peachtree
Area I - Clairmont-Naval Station
Area J - Gilbert-Jonesboro

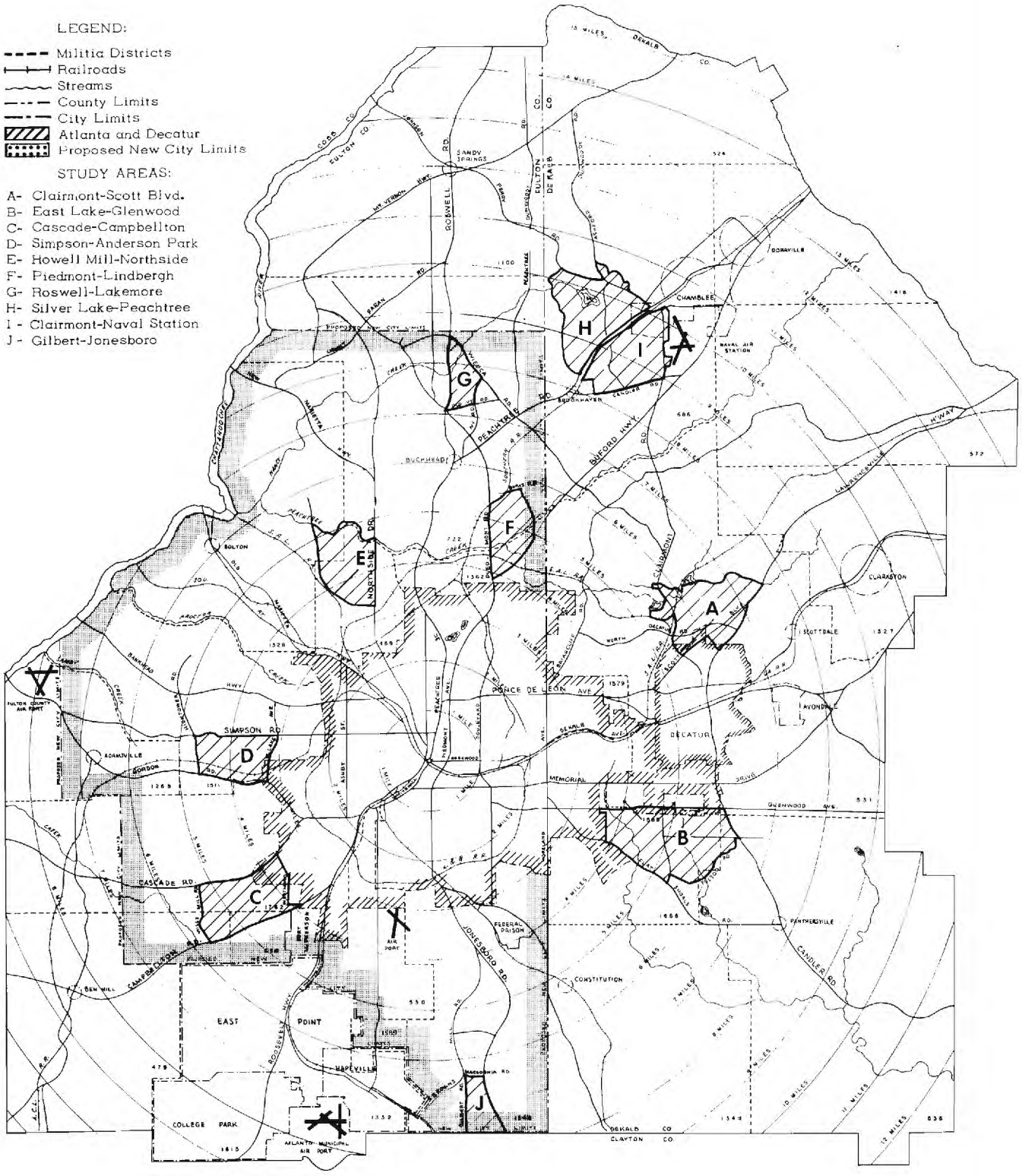


Figure 2. Housing Study Area Identification Map.

These ten areas are shown in their relationship to Atlanta and to each other in Figure 2.

The basis of the above classification was generally that of distance from the city of Atlanta, beginning with the areas near the city limits and progressing clockwise toward areas in suburban locations. The primary purpose of this classification is to furnish an orderly framework for the presentation of material relative to the various study areas. The order of presentation established above is uniform throughout the report.

D. Characteristics of Location, Population and Housing of Ten Study Areas

1. Area A: Clairmont-Scott Boulevard (See Figure 3)

This area lies about 5.5 miles northeast of the center of Atlanta, and about 1.5 miles due north of the center of Decatur, Georgia. It is bounded on the west by the Seaboard Airline Railroad, Candler Lake and Clairmont Road, on the north by the south fork of Peachtree Creek, on the east by Lawrenceville Highway and on the south by Scott Boulevard and Willow Lane. Roughly, 1.8 square miles are covered by this area.

Large modern grocery and drug stores, some with air conditioning, have been erected recently at the corner of Clairmont and North Decatur Roads, on the southwest edge of the area. Another shopping center has been completed within the past few weeks at the corner of North Decatur and Medlock Roads, well within the area in the southeast section. Miscellaneous services such as barber ships, cleaning establishments and florists, as well as the retail stores, are anticipated at both these centers in the near future. In the past, food and convenience shopping by residents of this area has been done in Decatur or at the Emory University shopping center, located at the junction of Oxford and North Decatur Roads, about the same distance away. However, present facilities of this type promise

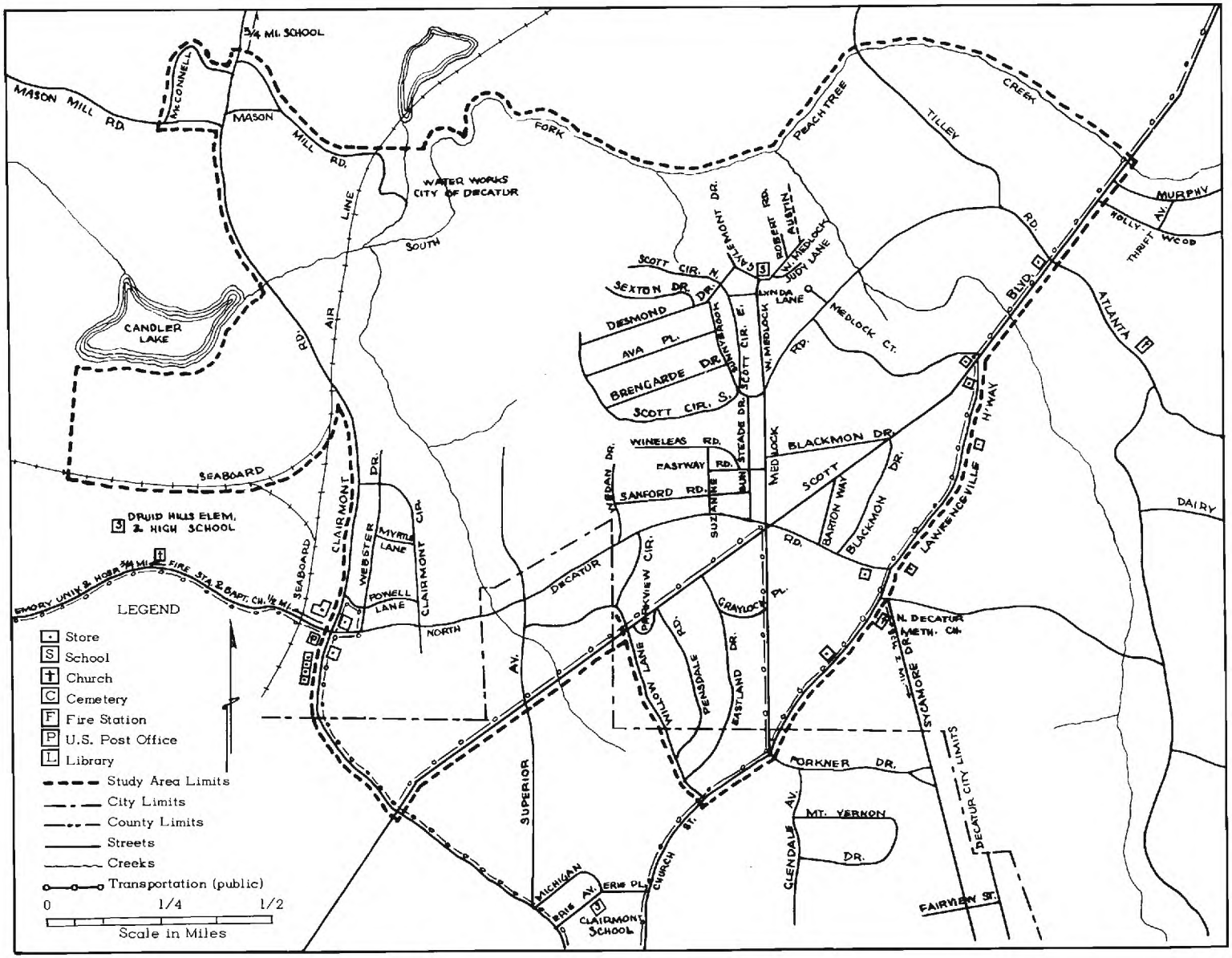


Figure 3. Housing Study Area A: Clairmont-Scott Blvd.

to accommodate considerably more residential expansion, and reflect the optimism of those parties interested in the development of the area.

Emory University is located less than one mile west of the area. Within its grounds is located the Emory University Hospital which, as a private institution, serves the entire metropolitan area.

A grammar school is nearing completion at the junction of Gaylemont Drive and West Medlock Road, slightly east of the center of the area. Until this school is ready for use, elementary school students are attending Druid Hills Elementary School on the west boundary of the area, or Avondale Grammar School, about two miles southeast of the area, or W. D. Thompson Grammar School, located on North Druid Hills Road about one mile north of the study area. High school students attend Druid Hills High or Avondale High School.

Although there are no churches within the study area itself, all denominations have churches in the city of Decatur, and several Protestant churches are situated just outside the western boundary in the vicinity of Emory University.

The Clairmont-Scott Boulevard area lies at the junction of two older and relatively dormant patterns of expansion. From the city limits of Decatur, along the south boundary, the growth has been steady and orderly. From the west, however, there has been a jump from the older pattern; and, although the intervening area is filling in steadily along residential lines, land utilization is spotty. This fact may be accounted for logically in view of the existence of the University, a railroad junction and right-of-way and a main traffic artery running parallel to the west boundary of the study area, along with a limited commercial development incident thereto. A large estate, including a fair-sized private lake further re-

stricts development in this direction and contributes to the existance of a gap in the pattern of expansion.

All public facilities such as gas, water, electricity, telephone, sewage and garbage disposal service, police and fire protection are available in the area. Transportation is adequate but is concentrated in the southern and western perimeters of the area. Trackless trolleys, on a 20-minute schedule, start at Clairmont and North Decatur Roads on the western edge of the area and run down North Decatur Road to downtown Atlanta. Another trackless trolley line runs from Decatur to Atlanta via Clairmont Road, Scott Boulevard and Ponce de Leon Avenue. Feeder busses, on an hourly schedule, run from Lawrenceville Highway down Scott Boulevard to Clairmont Road, thence to North Decatur Road past Emory University to Highland Avenue in northeast Atlanta. Suburban busses run from Decatur to Buckhead, on a 30-minute schedule, by way of Clairmont and North Decatur Roads.

With the exception of schools and shopping facilities heretofore mentioned, all development in this study area is of a residential nature. The city water reservoir of Decatur lies at the northwest boundary and would tend to bar development in that immediate vicinity. There is ample room for further development in the northwest, north and east, where the land is currently vacant or in use for farming purposes.

The population of this area is roughly 4,000, with a density of approximately 2,200 per square mile. There are no Negro residents in the area. The community is made up of young adults averaging, perhaps, under 35 years of age. School-aged children are numerous. Occupations predominating are small business owners, professional men and management personnel, and the median living expense is $299 per month.

Although only about 50 houses existed in this area in 1928, approximately 1,200 residential units are now occupied, about 20 per cent being

apartment units and the remainder single family dwellings. The density of dwellings is estimated to be about 650 per square mile.

For the most part, dwellings are in the $8,000 to $12,000 price range, with a few of the larger units running as high as $18,000 and some smaller four-room-and-bath units selling for around $7,000. Brick veneer and frame are about evenly mixed and the lot size runs on the average about 75' x 150'.

In 1940, practically all land in the study area outside the city limits of Decatur was vacant, consisting principally of timber and unused farm land. During the past decade and notably since 1945, a large portion of this land has been developed. Water and sewerage facilities conveniently nearby at the beginning of the period of rapid growth have been extended to practically all parts of the area.

2. Area B: East Lake-Glenwood (See Figure 4)

The East Lake-Glenwood area is located on the southeast boundary of the city of Atlanta. Its northern boundary, Glenwood Avenue, is approximately 0.8 mile due south of the city limits of Decatur, Georgia. Its eastern boundary is formed by Candler Road. Tilson and Flat Shoals Roads bound the area on the south, and Clifton Street on the west. Roughly 2.5 square miles are covered by the area.

An extensive shopping center is located at the intersections of Glenwood Avenue and Candler Road in the northeast corner of the area. Available service-type establishments include barber shops, cleaners and self-service laundries, as well as retail stores. Adequate shopping facilities are also to be found in East Atlanta, reasonably convenient to residents of the northwest section. There is need for a more centrally located shopping center.

A grammar school is under construction on Second Avenue, between Tilson Road and McAfee Place. At present, grammar and high school students

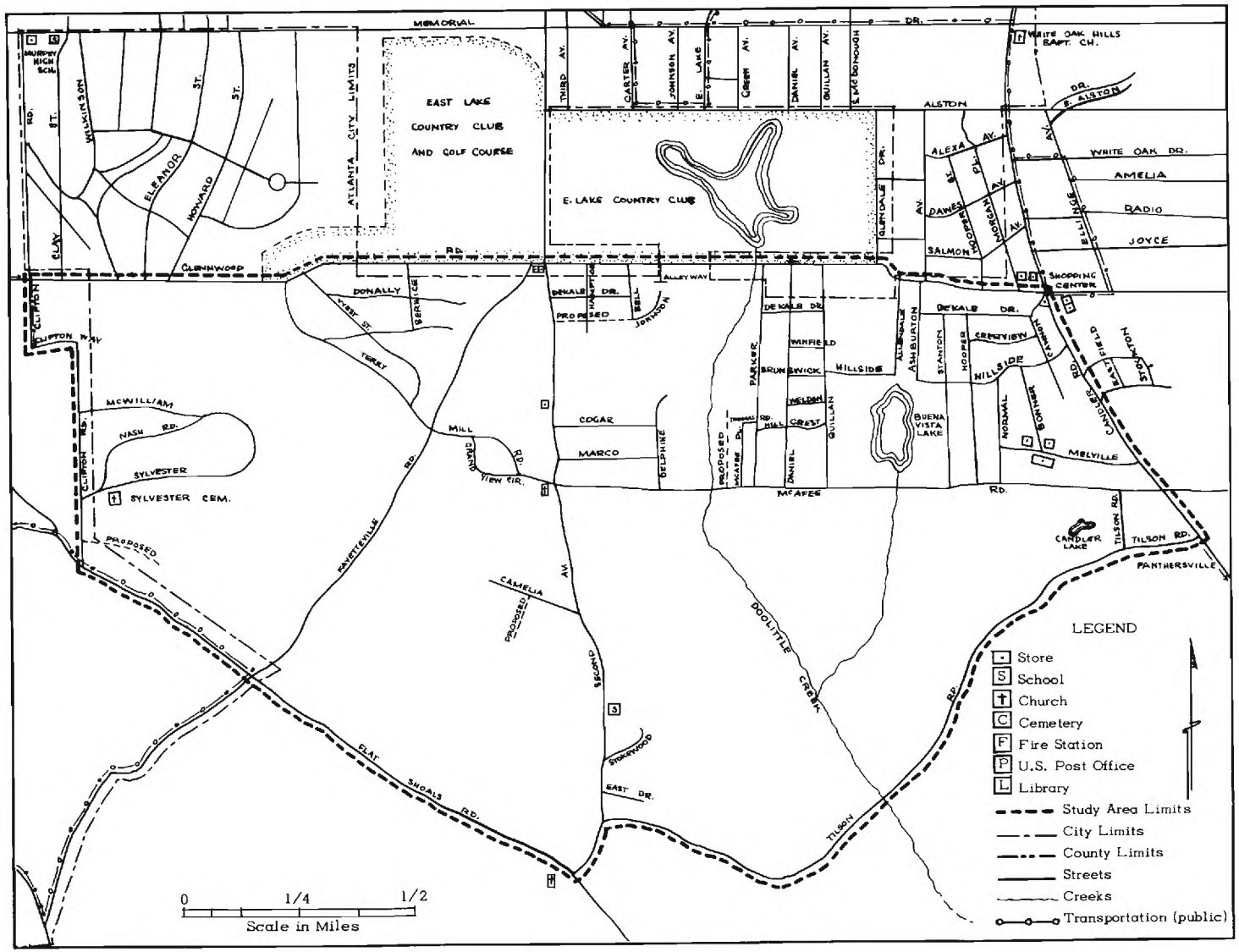


Figure 4. Housing Study Area B: East Lake-Glenwood.

attend schools in Panthersville, 4.5 miles southeast from the center of the area. Transportation is provided by county busses without charge.

There are four small churches within the area with a total seating capacity of about 500. Churchgoers depend primarily upon churches located in East Atlanta, Kirkwood and Decatur, at distances of three to four miles.

Prior residential construction south from the city of Decatur and east from Atlanta has utilized the land north and west of the area. A large country club bounds the area on the eastern portion of the north boundary, and almost all development within the area has been concentrated directly south of the club's golf course and lake, as far as McAfee Road. The remainder of the area, at present, consists of farm and dairy land, vacant fields and wooded areas.

The land adjacent to the area on the south and west also should be considered as potentially suitable for development. This area is promising, topographically, as it consists primarily of level land or gently rolling hills. Only the area between Glenwood Avenue and Fayetteville Road would require extensive grading for construction development. There is room for almost unlimited expansion to the southwest, south and east of the area.

Trackless trolleys, on 20- and 30-minute schedules, run along Candler Road to the corner of Glenwood Avenue, and back into Atlanta, serving persons in the extreme northeast corner of the area. Feeder busses, on a 30-minute daytime schedule, run along Flat Shoals Road to Fayetteville Road, and thence via a circuitous route to an Atlanta trolley line on Moreland Avenue about 1.0 mile west of the area. Another feeder bus runs along Glenwood Avenue, the northern boundary, to a trolley on Candler Road. A third feeder bus, leading into the city of Decatur, runs along Memorial Drive, about 0.5 mile north of the area. A suburban line through the

center of the area, along McAfee Road, has been scheduled for operation early in 1951.

With the exception of the school and shopping facilities previously mentioned, all development in this study area is of a residential or farming nature. Approximately two-thirds of the area delineated has not yet been developed residentially.

The present population of this area is estimated at approximately 3,700 with a density per square mile of 1,480. No Negroes reside in the area. The area is populated mainly by wage earners and white collar workers of moderate income. They are principally young married couples with children of pre-school age, although a number of middle-aged families also live in the area. Annual income of residents would hardly exceed $6,000 maximum with a median more in the neighborhood of $3,000. The middle-aged residents appear to fall largely in the lower income brackets. The median monthly living expense for the area is $253.

Of the 1,087 housing units in the area today, over 800 have been built since 1945. This compares with less than 100 houses existing in the area in 1928. At present, the density of dwelling units is about 420 to the square mile. These are small homes, frames and brick veneer, on lots averaging about 65' x 125'. Selling prices have averaged under $10,000 with the majority running between $8,400 and $9,400. More than half of the residents have lived in the area less than one year, and almost all either own or are buying their homes, only four per cent being renters. The median cost of housing in the area is $70 per month.

3. Area C: Cascade-Campbellton (See Figure 5)

The Cascade-Campbellton area is situated about 4.0 miles southwest of the center of Atlanta and about 0.5 mile due north of the nearest

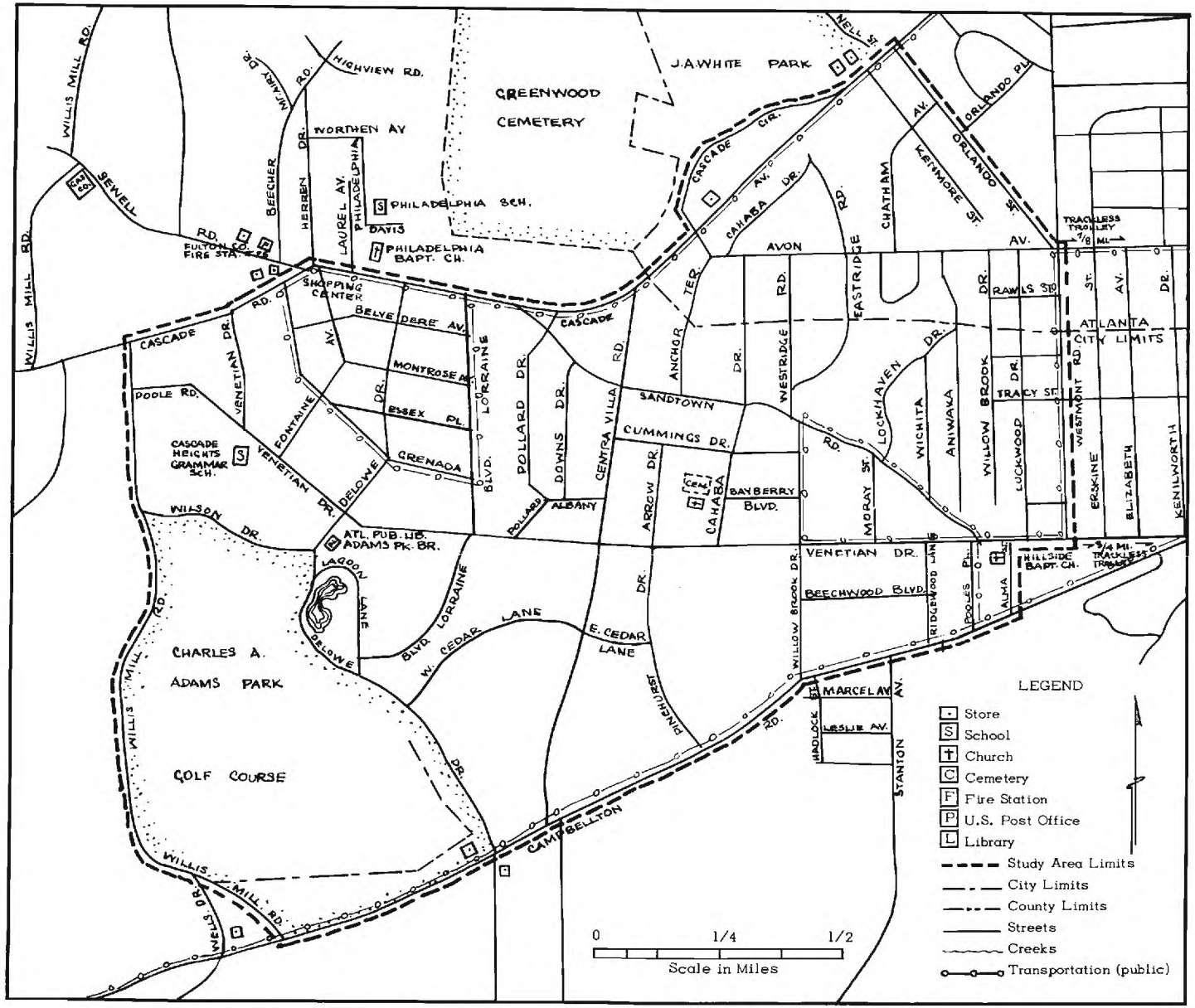


Figure 5. Housing Study Area C: Cascade-Campbellton.

boundary of East Point. It is bounded on the south by Campbellton Road, on the west by Will's Mill Road, on the north by Cascade Avenue, and on the east by Orlando and Westmont Streets. Approximately 1.7 square miles are included in the area, with a small portion of the northeast corner lying within the Atlanta city limits.

There is a large shopping center at the intersection of Cascade Avenue and Sewell Roads, including barber and beauty shops, restaurants, dry cleaners and gasoline service stations. Several other small food stores are located along the northern and southern boundaries of the area on Cascade and Campbellton Roads.

Only one elementary school is within the area, being located in the northwest section. There are, however, four high schools and one elementary school near enough for use by residents of the study area. City residents attend Connally Grammar School on Westhaven Road, 0.5 mile east of the area, and Joe Brown High School on Beecher Street, 0.8 mile east of the area. County residents currently attend high school at Fulton High, three miles to the east, and Russell High, two miles south of the area. However, a new high school, located 1.0 mile west of the area, is under construction and the above students will go there when it is ready for occupancy.

There are three churches in the area with a total seating capacity of around 500. Churches of almost all denominations are conveniently located east and south of the study area.

This area represents an extension of one of the older sections of the metropolitan area and has the highest percentage of "over five year" residents (31 per cent) found among all of the study areas. Situated as it is between extensions of Atlanta and the smaller city of East Point, it serves the residential needs of both. Fort McPherson, a permanent

military establishment, adjoins the southeast boundary of the area, and many persons attached to this post are residents of the study area. A considerable amount of land in and adjoining this area is utilized as public parks and cemeteries.

Public or quasi-public organizations provide gas, water, electricity, and telephone facilities, sewage and garbage disposal service and fire and police protection for the entire area. All public utilities are readily accessible in all parts of the study area.

Public transportation in the area is adequate. Trackless trolleys, on a 20-minute schedule from Atlanta, run west on Cascade Avenue, turn south on Boulevard Lorraine, and circle west and north on Boulevard Granada back to Cascade Avenue on the return trip to Atlanta. This route provides excellent service for the north section of the area. Feeder busses, on a 40-minute schedule, run the length of Sandtown Road, thus providing service with transfer privileges to the center and southeast sections.

A suburban line runs along Campbellton Road on the south boundary of the area. From almost any point in the area public transportation is hardly more than 0.3 mile distant.

The only non-residential development in the area, in addition to those mentioned before, is Adams Park, located in the southwest corner. This is a sizable and attractive public park with all normal recreational facilities, including stables and a horse show ring and grandstand.

Rather than acting as a barrier to further residential development, this park should attract complete envelopment. Current development is beginning to do this, although there is still a considerable amount of undeveloped land east of the park and to the south and west, adjacent to the area.

In 1950, there was an estimated population of 4,400 in the Cascade-Campbellton study area, with a density of approximately 2,400 to the square mile.

Residents of this area fall roughly into three income groups. Those living in the east end of the area are primarily semi-skilled and skilled laborers with incomes averaging almost $3,000 per year. Incomes appear to range upward as the western boundary of the area is approached. Occupations most in evidence on the west side are those of proprietors, managers and army officers of field grade, with incomes averaging in the neighborhood of $4,500 to $5,000 per year. The median cost of living for all residents of the area is $268 per month.

There is a total of about 1,386 residential units in the area, with over 90 per cent of the residents being home owners. Approximately 41 per cent of the total units have been built since 1945, and in 1928 only 122 had been built. All but 40 of the units in the area are single family homes. The density of dwelling units is estimated to be 760 per square mile.

The older residences are found in the central and northwest section on the main throughfares, the heaviest prewar development occurring in the late 1920's.

Present replacement cost of these homes would range from $12,000 to $20,000, and new homes in the vicinity occasionally range up to $25,000 or $30,000 in price. Many new connecting streets have been opened in this section, as has been the case all over the area. The eastern section developed rapidly in 1945, 1946 and 1947. Most of these homes have been relatively low-cost, in the $6,000 to $8,000 range, and consist of two- or three-bedroom, one-bath structures, many of concrete block construction. Since 1947, considerable building has taken place but has been largely "fill-in" between the developments at each end of the area. The "fill-

in" housing has a few units in the price range of the adjacent developments, but is generally in the $9,000-$12,000 price range. With Adams Park occupying a large part of the southwest corner, housing has been concentrated largely in the southeast corner and generally north of Venetian Drive. The median monthly cost of housing is estimated at $84.

4. Area D: Simpson-Anderson Park (See Figure 6)

The study area is located adjacent to the city limits and lies about 3.0 miles directly west of the center of Atlanta. The boundaries of the area are Hightower Road on the west, Simpson Road on the north, West Lake Drive on the east, and Gordon Road on the south. About 1.3 square miles are covered by the area.

Shopping facilities are provided primarily by small general stores. As an example, a service station on the corner of Gordon and Hightower Roads carries groceries, drug sundries and some hardware items as well as auto accessories and supplies.

There is a small supermarket with a fairly complete line of groceries on the corner of West Lake and Simpson Roads. Some stores carry a large stock of kerosene lamps and shades; but, since electricity is available, this probably indicates low income rather than lack of access to power. A dry cleaning establishment is located at Gordon and Hightower Roads. No drug stores, laundries, barber or beauty shops were noted in the area. Many residents apparently find it convenient to shop downtown on their way home from work.

At present, there are no high schools for Negroes in Fulton County. All county Negroes desiring a high-school education must go to Atlanta Negro high schools. There is one small, frame grammar school, without plumbing, just north of Simpson Road, between Illinois, Detroit and

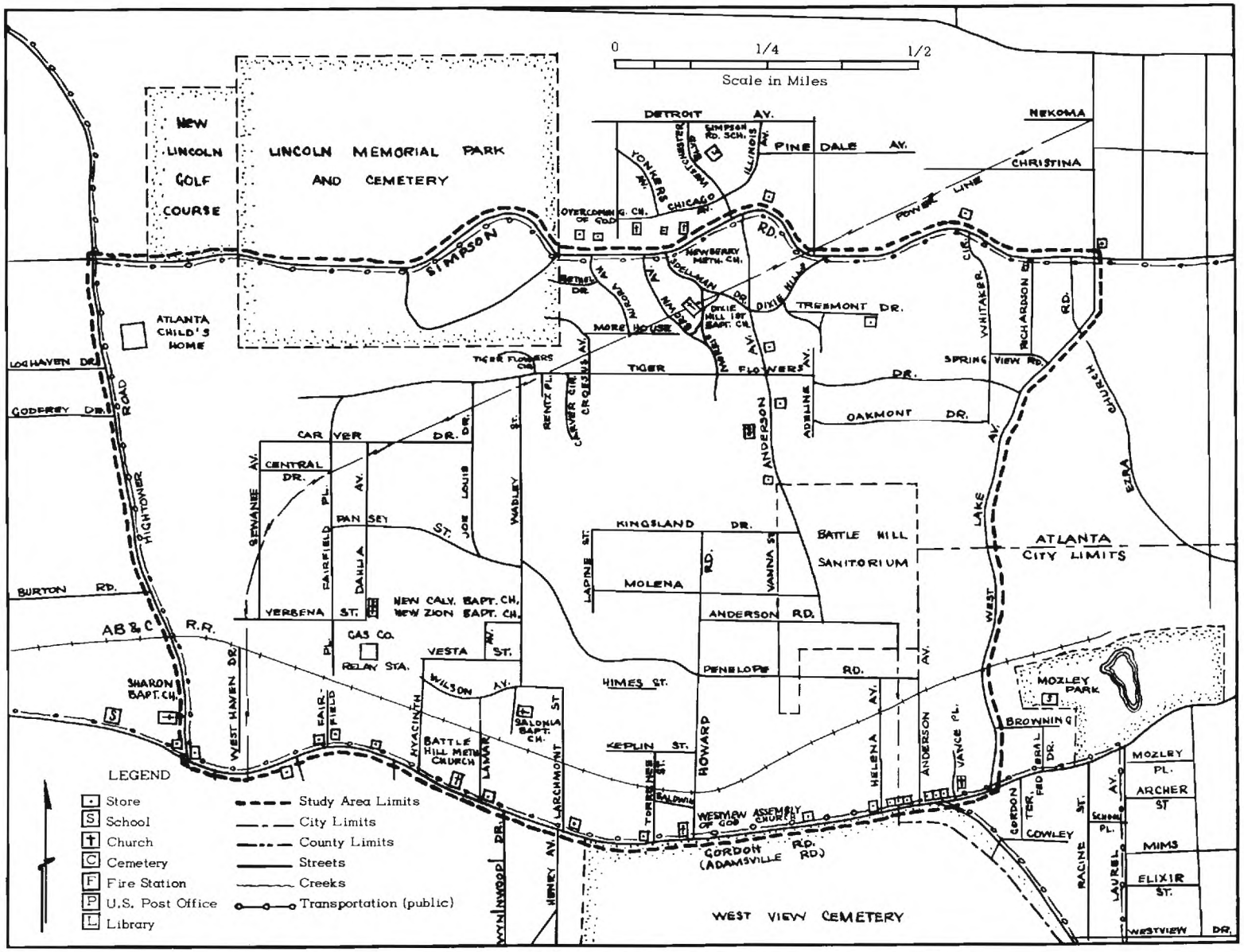


Figure 6. Housing Study Area D: Simpson-Anderson Park.

Yonkers Avenues. The school has about eight classrooms. A high school and grammar school are nearing completion on Anderson Avenue. These are modern, well-designed buildings with gymnasium and athletic fields. The new schools will be adequate for the present residents, and their superior facilities probably will attract attendance from residents outside the area.

Churches are inadequate. There is a small brick-veneer church at the junction of Morehouse and Morris Brown Avenues and a very depreciated frame church on Hyacinth Avenue. Services are also held in the school north of Simpson Road and in several residential structures that have been converted for use as churches. Total seating capacity of all churches in the area is less than 300 although more persons are accommodated, since as many as three or four different denominations make use of the same facilities at varying hours.

The character of the area is quite variable, with housing which ranges from the typical Negro row house with outdoor toilets through modern five-room brick veneers, to a few mansions containing more than 4,000 square feet of floor space. The area lies to the northwest of the Atlanta community of West End, which 50 years ago promised to be one of the finest sections of the city. When the primary pattern of growth for the city moved away from West End, the property north of there gradually filled with Negroes and today comprises one of the principal Negro areas of the city. Our study area represents a westward expansion of that community. From many standpoints the area is undesirable, since two large cemeteries lie adjacent to the area, there is a main line railroad running through the southern portion of the area and the topography is extremely rough and rocky. The growth that has occurred in the last few years is undoubtedly due to the shortage of land elsewhere for Negro development. All streets

other than those near the boundaries and one leading to a private sanatorium are unpaved and many are unusable in wet weather. The two main arteries of approach to town are Simpson Street and Gordon Road. Both of these streets run through deteriorated residential and commercial areas and could not be said to make an attractive approach.

Electricity is the only public utility available in all parts of the area. About one-third of the area is served with four city water mains, with outdoor faucets every four blocks. Other parts of the area have normal water service.

Two fire stations are within three miles of the area, but there are no fire hydrants available. Police protection is afforded by the county. Natural gas is not available in the area.

A feeder bus, on a 30-minute schedule, runs down Gordon Road on the southern boundary. Trackless trolleys, on a 20-minute schedule, come from downtown Atlanta along Lucile Avenue and Gordon Road. A feeder bus on Hightower Road operates on a 40-minute schedule. There is no other public transportation in the area. Residents along Simpson Road and West Lake Drive have a one-to-two mile walk to reach transportation.

The area is predominantly a Negro community and is occupied largely by laborers, unskilled and semi-skilled, and by domestic servants. About 80 per cent of the families own their homes. The family income for the area is highly variable by families, depending on the number of workers, with most incomes ranging from about $1,200 to as high as $3,600. The average income would be about $2,000 although there is evidence that some few families in the area have very substantial incomes. Median living expense appears to be around $189 per month.

As indicated, a main line of the A. B. and C. Railroad runs parallel to and just inside the southern boundary of the area. One small indus-

trial plant is situated on the railroad near the western boundary. The Atlanta Child's Home, located in the northwest corner of the area, and Battle Hill Sanatorium, in the southeast part of the area, are institutions serving white persons only. The Negro population is estimated at 3,400, with a density of 2,600 per square mile.

In 1928, there were about 124 houses in this area, of which more than 90 were along Gordon Road south of the railroad. Today, there are about 700 single family residences in the area and commitments have been made for 80 apartment units. Practically all of this increase has been north of the railroad. For the most part, dwelling units are small (less than 800 square feet) frame or brick-veneer structures situated on lots averaging about 50' x 100' in size with a unit density of about 600 per square mile. Many of the older units are in a poor state of repair and there are occasional residences that are obviously of the "home-made" variety. The median monthly housing cost in this area is estimated at $54.

5. Area E: Howell Mill-Northside (See Figure 7)

Lying just a short distance beyond the city limits in the northwest section about 5.0 miles from the center of Atlanta, this area is bounded on the east by Northside Drive, on the north by Peachtree Creek, and on the south and west by Belle Meade Avenue, DeFoors Ferry and Bohler Roads. There are about 1.5 square miles in the study area.

There are shopping centers in the area at Howell Mill and Collier Roads and at Howell Mill Road and Belle Meade Avenue. These centers include grocery stores, drug stores, barber shops, beauty parlors, laundries, dry cleaning plants, hardware stores, service stations and restaurants. The majority of the people in the area shop at the center located at

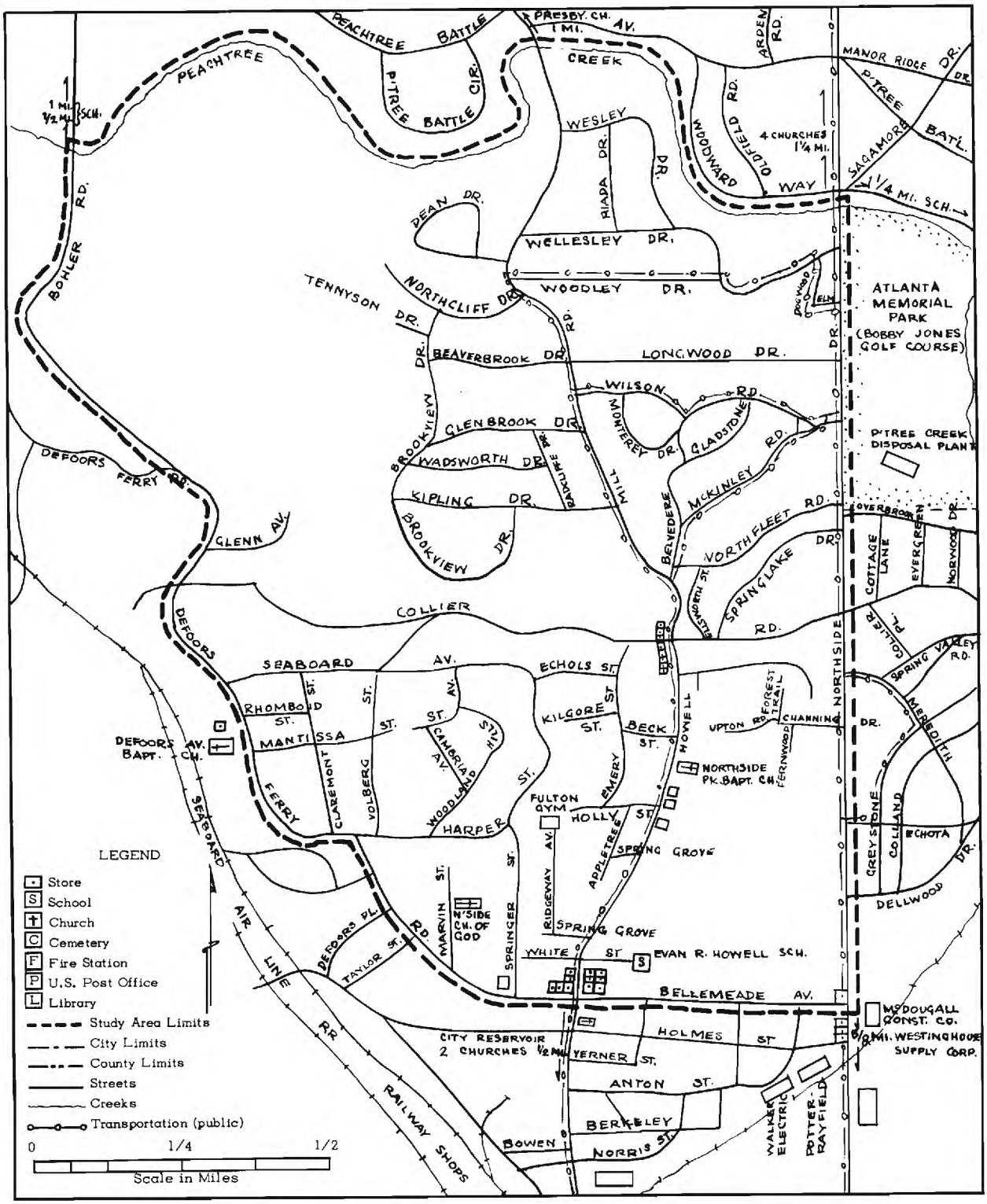


Figure 7. Housing Study Area E: Howell Mill-Northside.

Peachtree and Collier Roads, approximately 1.0 mile east of the central eastern boundary. Many residents of the northern part of the area shop in Buckhead and Garden Hills, located in a northeasternly direction from 1.0 to 3.0 miles from various parts of the area. These centers provide more complete shopping facilities, including super markets.

There is only one school within the area, E. P. Howell Grammar School, on Howell Mill Road one block north of Belle Meade Avenue. Other educational facilities available for residents of the area are as follows:

Just outside the area:

Two new grammar schools, north of the area, 0.5 and 1.0 mile, respectively.

Northside High School, just north of the area on Northside Drive, to be completed by September, 1950.

Nearby schools:

E. Rivers Grammar School on Peachtree Road at Peachtree Battle Avenue, 1.3 miles from the northeast corner of the area.

West Fulton High School on Bankhead Highway, about 2.0 miles west of the area.

North Fulton High School near Buckhead, about 2.8 miles northwest of the area.

All of these can be reached by public transportation. All high school students in the area attending public schools will go to the new Northside High School upon its completion.

There is one small Baptist church on DeFoors Ferry Road. Its seating capacity is approximately 150. Large churches of almost all denominations are located along Peachtree Road which parallels the eastern boundary of the area at a distance of about 1.3 miles. These churches are within 3.0 miles of the area.

All municipal facilities are in the area except in the southwestern corner between Collier Road and Howell Mill Road. There is no water or gas in this section except on Collier Road, Harper Street, Woodland Street and Howell Mill Road. The entire study area has Fulton County fire and police protection and garbage disposal service. Electricity is provided throughout the area, although a few homes are not wired.

Public transportation for the area is generally adequate. Trackless trolleys run out Howell Mill Road to Wilson Street. Feeder busses run from Woodley Drive to Northside Drive at Belle Meade Avenue and across to the trackless trolleys on Peachtree Road. With the exception of the west boundary, all residents are within three or four blocks of transportation.

An industrial section, including slaughter houses, railroad yards, manufacturing and distributing firms and the city water works, is south of the study area. North of the area the housing is generally in the $25,000 to $50,000 range. That part of the area lying on and between the south and west ends of Howell Mill and Collier Roads (southwest section) contains rather old, low-cost housing. About 50 per cent of these houses have outdoor wells and sanitation facilities. The west portion of the area, along Bohler Road, consists of vacant land and scattered, very low-cost, old residential units. That part of the area on both sides of Howell Mill Road, and between Peachtree Creek and Collier Road, has housing in the $15,000 to $25,000 range. The median housing cost for the area as a whole is approximately $114 per month. With the total number of residential units in the area being 944, the unit density approximates 600 per square mile. In 1928, there were about 286 houses, all but 50 of which were concentrated along both sides and west of Howell Mill Road, south of Collier Road.

The area has two north-south traffic arteries running through it to downtown Atlanta.

This area was formerly farmland adjacent to an industrial section. The central part of the area along Howell Mill Road was developed between 1925 and 1933. Present replacement cost in this section would be approximately $17,500 per unit. The study area has a population of around 3,200 with a density estimated at 2,100 per square mile.

The residents of the area fall into two clear-cut classifications. Those living south of Collier Road and west of Howell Mill Road are primarily laborers and semi-skilled workers. Residents of the remainder of the area, whose homes are generally newer and of higher cost, are primarily professional people, managers or self-employed with incomes between $5,000 and $10,000 per year. Their homes are generally freshly painted and their yards well kept. Throughout the area the estimated median living cost is $409 per month and about 92 per cent of the residents own their homes.

The topography in this study area is hilly and grading is usually required at building sites. Grading costs are frequently considered prohibitive on individual lots but are reasonable when several lots are developed at one time.

6. Area F: Piedmont-Lindbergh (See Figure 8)

This study area, which is about 5.0 miles northeast of the center of Atlanta, covers just over 1.0 square mile and is adjacent to older residential areas of the city. The boundaries are Piedmont Road on the west, Cheshire Bridge Road on the south and east, and Burks Road and the Southern Railway on the north.

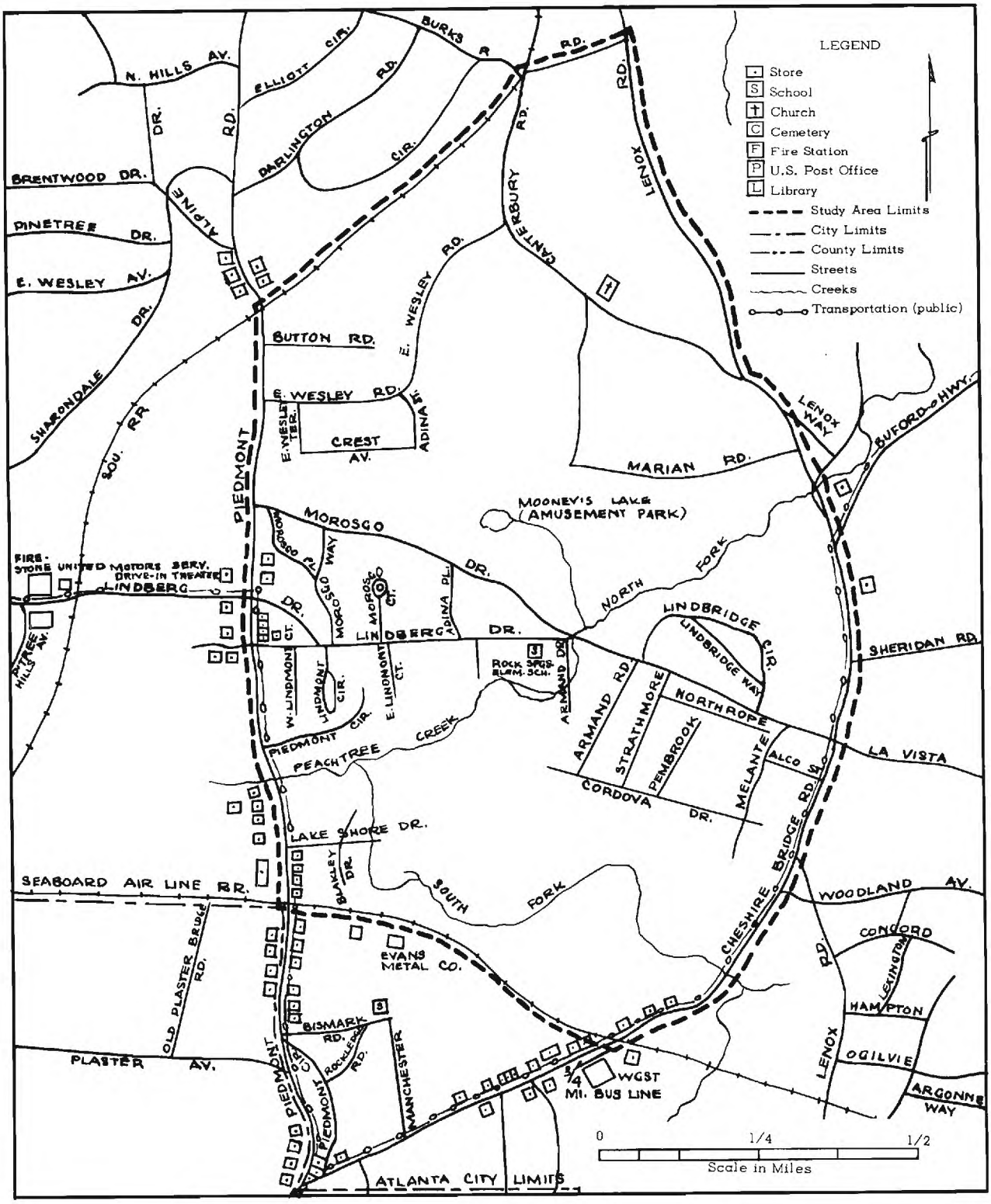


Figure 8. Housing Study Area F: Piedmont-Lindbergh.

A new shopping center is located on Piedmont Road at Lindbergh Drive. Some stores are located at LaVista Road and Cheshire Bridge Road and another large shopping center on Piedmont Road near Cheshire Bridge Road below the south end of the area. Shopping facilities are adequate and include grocery stores, drug stores, hardware stores, barber and beauty shops, a drive-in theatre, restaurants, liquor stores, service stations, dry cleaners and laundries. Just north of the area on Piedmont Road at East Wesley, there is a small shopping center that includes a grocery store, drug store and service station.

There is one grammar school within the area, the New Rock Springs School, located about the center of the area on Lindbergh Drive. This will replace the old school by the same name located just south of the area near the junction of Cheshire Bridge and Piedmont Roads, beginning the current school year.

Other schools near the area are Garden Hills Grammar School, North Fulton High School, E. Rivers Grammar School, and Christ the King Parochial School, all of which are west of the area within 1.5 miles in adjacent residential districts. The schools are adequate except for transportation, there being no through east-west public facilities. The county pays half-fare for high school students on public transportation, making the cost-per-student-per-day ten cents.

There are no churches within the area. Well-established churches of most denominations are nearby, primarily on Peachtree Road west of the area. These churches are within 3.0 miles of the area, the nearest being approximately 1.3 miles distant. Lack of east-west public transportation makes it more convenient for residents of this area relying on public transportation to attend churches in the direction of Atlanta but at greater distance.

There is a small industrial area in the southern end and adjacent to the southern boundary. Some examples of industrial activity found there are lumber yards, masonry products and machine tool manufacturing. The south fork of Peachtree Creek separates the industrial from the residential area.

Piedmont Road is an arterial street to downtown Atlanta. It passes through the small industrial section at the south end of the area and through residential sections that were developed 20 to 40 years ago. The old residential sections have not deteriorated appreciably and do not affect the desirability of the approach to the study area. A branch of the express highway, now under construction, will pass through the area on a route still to be decided into the main expressway system, thus greatly facilitating transportation into town.

The topography is relatively level except those areas adjacent to the creeks. Several areas are suitable and available for further development, although most will remain undeveloped until the exact location of the express highway is settled. It is proposed that the highway enter the area at the junction of Buford Highway and Cheshire Bridge Road, and run southwest to Peachtree Road at Brookwood Station. It will, in general, follow Peachtree Creek and the Seaboard Railroad right-of-way.

All municipal facilities are in the area; i.e., gas, water, electricity, garbage and sewage disposal service, police protection (Fulton County) and fire protection. Mooney's Lake, a private recreational area of long standing, is situated in about the center of the area north of Morosgo Drive. Swimming, boating, dancing and picnicing facilities are thus very convenient to residents of the area.

Public transportation is limited. Suburban busses run from Buckhead down Piedmont Road to Atlanta with a 15-30 minute schedule during

rush hours but no service after 9:00 P.M. Interurban busses run down Buford Highway on the east. As mentioned previously, there is very limited east-west transportation, the only service now available running west along Lindbergh Drive and Peachtree Hills Avenue into the Peachtree Hills Subdivision. This service does not make contact with transportation on Peachtree Road, although it is possible to transfer to another line in Peachtree Hills that provides service to the west.

The population in this area numbers about 4,000, with a density of 3,800 per square mile. The principal occupations of residents are professional, management and traveling sales. The average income of residents approximates $4,800 a year, with the median living expense estimated at $384 per month. The average number of children per family is 1.3. All residents of the area are white.

This area was sparsely developed before 1946, only about 44 housing units existing there as late as 1928. Since 1946, several large projects, aggregating 982 apartment units and 316 single-family homes, have been erected along the east side of Piedmont Road and on both sides of Lindbergh Drive. The unit density is about 1,230 per square mile, with residences totaling about 1,401. Seventy per cent of all housing in the area consists of apartment units with rentals of $85 to $100 per month for the two-bedroom units. Home ownership is limited to about 13 per cent of total residents, and the homes are mostly in the $10,000 to $15,000 price range. The median housing cost for the area is $110 per month. Residential construction adjacent to the area east of Cheshire Bridge Road-Buford Highway is very heavy, the majority of units being single-family homes selling in the neighborhood of $15,000.

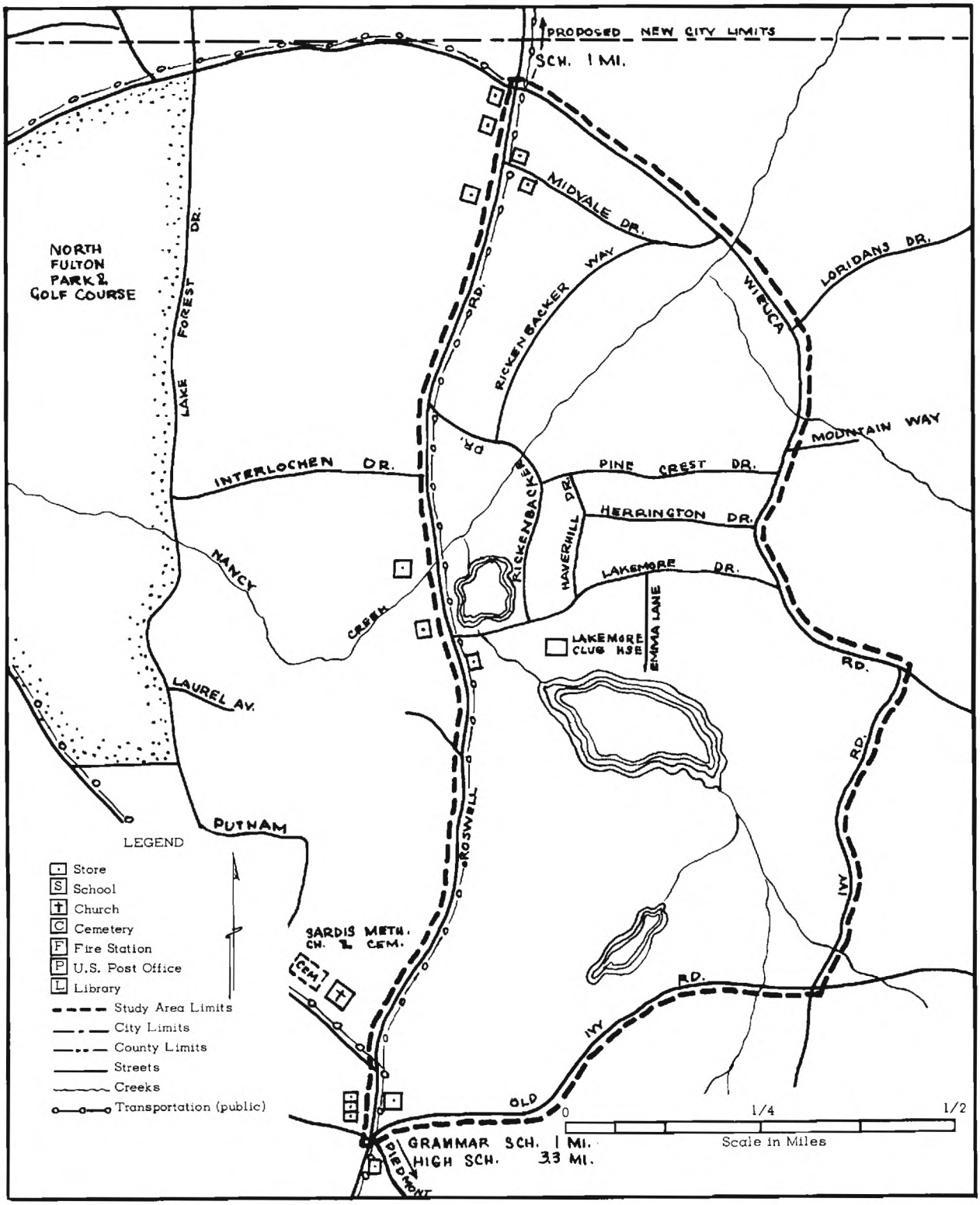


Figure 9. Housing Study Area G: Roswell-Lakemore.

7. Area G: Roswell-Lakemore (See Figure 9)

The Roswell-Lakemore area, which lies about 8.0 miles north of the center of downtown Atlanta, covers a little more than 0.5 square mile. The boundaries are formed by Wieuca Road on the north and east, Ivey Road on the east, Old Ivey Road on the south, and Roswell Road on the west.

Roswell Road is the arterial street to downtown Atlanta, joining Peachtree Road in Buckhead. Wieuca Road forms an alternate route by joining Peachtree about 2.0 miles north of Buckhead.

Two limited shopping centers are located at the corner of Roswell-Old Ivey Roads and Roswell-Wieuca Roads. The businesses located at these points include a supermarket, a durg store, a laundry and service stations. The center of the area, however, is less than 2.0 miles from Buckhead, where almost every type of store and service organization is available; and many of the residents do their shopping there.

There are no schools within this study area, itself. For those families living north of Nancy Creek, elementary school children attend Liberty-Guinn School, located on Long Island Drive west of Roswell Road, about 1.0 mile north of the area. Transportation for these children is provided free-of-charge by county school busses. High school students residing in this northern tip of the area attend North Fulton High School, which is located to the south of the area and east of Peachtree Road, about 3.3 miles from the point where Nancy Creek crosses Roswell Road. Normally, all the residents in the area would send their children through the elementary grades at R. L. Hope School, located on Piedmont Road west of Peachtree Road, approximately 1.0 mile south of the study area. Transportation via suburban bus is available at a cost of ten cents each way per student. Under current crowded conditions at R. L. Hope School, all residents of the study area cannot be accommodated.

Temporary arrangements are in effect to have residents of the Lakemore Apartments, a 104-unit project located about the center of the area, send their children to Garden Hills Grammar School adjacent to North Fulton High. These children are transported via suburban bus with the county paying the fare. High school students residing in this section of the study area attend North Fulton High, with transportation at their own expense.

No churches are within the area, but there are an adequate number located within three miles on Peachtree Road.

All municipal facilities are available in the area. The majority of undeveloped streets even have sewage mains. Fire and police protection are provided by the county.

Public transportation for this study area is inadequate. Suburban feeder busses run between Buckhead and Roswell-Wieuca Roads during commuter hours on a 30-minute schedule and hourly during the day. There is no evening or Sunday service. The only direct service to town is via interurban bus lines running down Roswell Road approximately on an hourly schedule.

Prior to 1946, this area had few residents. The terrain is rather rough and hilly in general. There are two small lakes within the area, with intermittent streams feeding into them, and one creek running southwest through the north section of the area. In 1928, there were less than 34 homes within its boundaries.

There are about 1,000 residents in the area with a density of approximately 1,600 per square mile. Families vary in age from young married couples living in the newer homes and apartments to middle-aged families in the older homes. There are no colored families. Occupations are generally professional and there are also branch managers,

sales managers, and small business owners. Incomes are estimated at $7,000 to $10,000 per year, with the median living expense at $424 per month.

The terrain within this area will limit development considerably. Further building, except along Rickenbacher Way, will require considerable grading. On those homes previously erected, grading costs have usually been reduced by building on carefully selected sites. There has been no commercial development within the area, with the exception of a few gasoline service stations and one large wholesale florist establishment on Roswell Road.

One apartment project containing 104 units of the high-rental type has been erected within this area. These are duplex units with small individual lawns. About 70 single-family homes have been erected in the $12,000 to $20,000 range in the north part of the area. The total of 266 dwelling units amounts to a density of 410 per square mile. The homes have fairly large lots with a minimum size of about 75' x 150'. About 85 per cent of the residents are home owners, and upkeep on both the homes and apartments has been excellent. The median cost of housing here is estimated at $114 per month.

8. Area H: Silver Lake-Peachtree (See Figure 10)

This study area lies in the northwest portion of DeKalb County near the Fulton County line, northeast of Buckhead and approximately 9.0 miles north of the center of Atlanta. The area covers nearly 2.5 square miles and is bounded by Peachtree Road, Johnson Ferry Road, Mabry Road and East Brookhaven Drive. Peachtree Road is the main artery for down-town traffic.

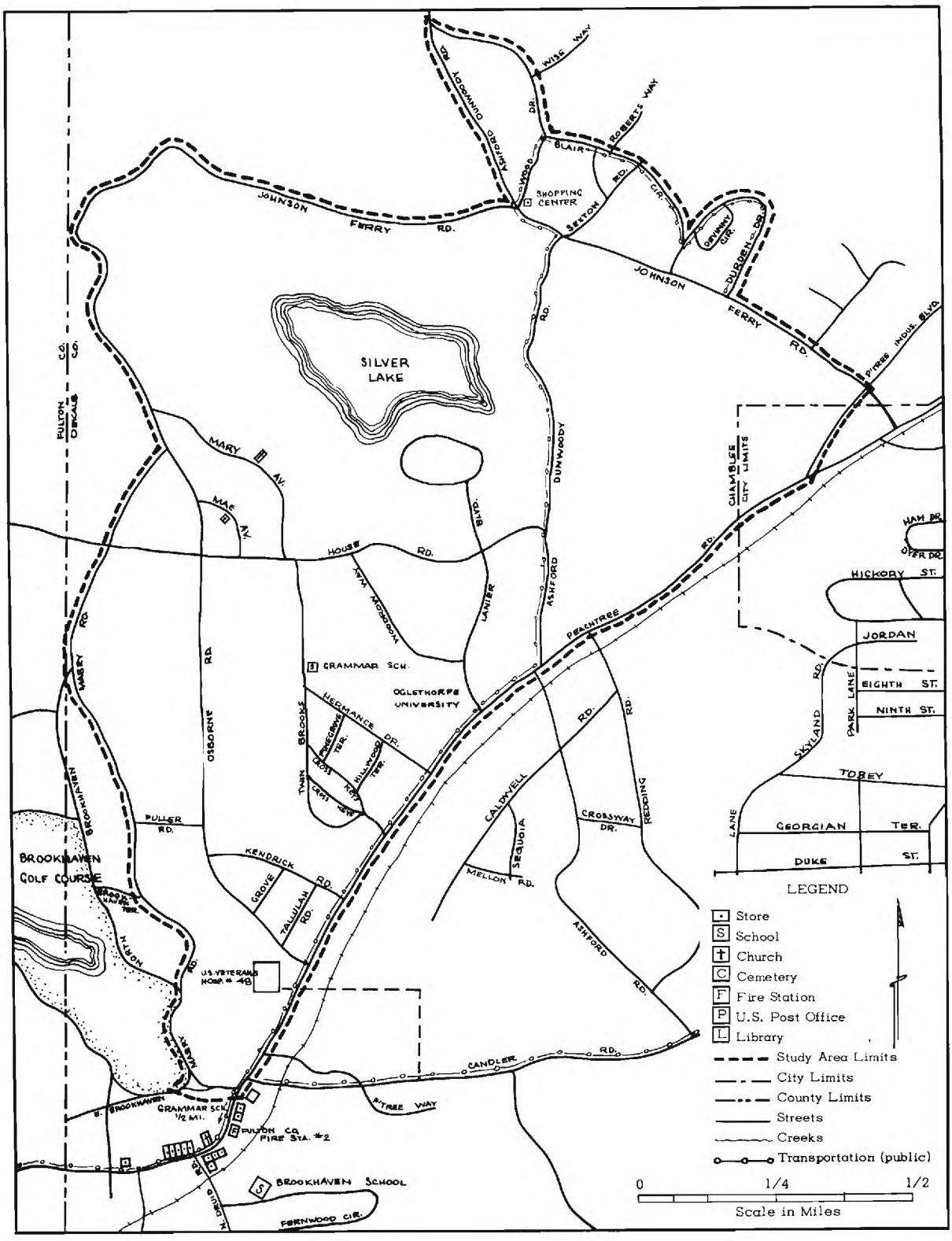


Figure 10. Housing Study Area H: Silver Lake-Peachtree.

A new shopping center is proposed for construction on Peachtree Road between Hermance Drive and Twin Brooks Drive on the southeast edge of the area, and there is an embryonic shopping center at the Oglethorpe Apartments at the northern boundary. The center, at present, does not have a grocery store. However, a branch of a large grocery chain is expected to locate in this center within a month. At present, all grocery shopping and most other shopping is done in Brookhaven which lies just southeast of the area. Brookhaven has a complete shopping center including grocery stores, drug stores, restaurants, barber and beauty shops, hardware stores, filling stations and a theatre.

Chamblee High School located about 1.0 mile northeast of the area provides school facilities for high school students. At present, grammar school students depend on the Brookhaven Grammar School, which is less than 0.5 mile south of the area. The Jim Cherry School is nearing completion inside the area between Hermance Drive and Woodrow Way. It will provide convenient, centrally located grammar school facilities for most of the area. All schools in this vicinity are in the DeKalb County school system. Oglethorpe University is also located within the study area.

There are two small country churches in the area. However, residents depend primarily upon churches located in Brookhaven, Chamblee, Buckhead and on Peachtree Road south of the area.

Most of this study area is relatively level land requiring almost no grading for residential construction with the exception of that portion lying around Silver Lake. Few houses to date have been placed around the lake, possibly because of the nature of the terrain. A local construction firm has begun a subdivision of large homes on Lanier

Boulevard, which is well above the average for the area in cost and size of structure.

The area lying east of Ashford-Dunwoody Road has few homes, and although the terrain is quite rough it should not preclude further building activity. The southwestern side of the area is blocked from further development by a golf course.

In the east central section of the area near Mabry and House Roads, there are a few old farm houses now occupied by Negroes. This fact will probably limit further development in this vicinity until those sites are cleared.

There are many single lots throughout the area that are now undeveloped residentially, but no large tracts exist other than the above mentioned restricted section now under construction in the vicinity of Lanier Boulevard.

All municipal facilities are in the area such as gas, water, electricity, garbage and sewage disposal services, police and fire protection.

Transportation is not adequate for the area. The Atlanta Transit System runs trackless trolleys out to the junction of Lanier Boulevard and Peachtree Roads at Oglethorpe University. This transportation serves well the people living on Peachtree Road and adjacent blocks, but most of the housing in the area lies west off Peachtree, as far as two or three miles in some instances. The trackless trolleys run on a 20-minute schedule, requiring about 45 to 50 minutes to reach downtown Atlanta. Consequently, most of the people in the area live more than one hour commuting time from town if they depend on public transportation. The Interurban Coach Lines has service out Ashford-Dunwoody Road at 15-minute intervals during the rush hours and an hourly schedule during other hours. This service does not run on weekends or holidays.

The approximately 4,500 residents in the area range from domestic servants and day laborers to wealthy business owners and executives. Population density is about 1,800 per square mile. The apartment dwellers vary in occupations as much as the home owners. The manufacturing plants northeast of the area have many employees who desire housing in the area. Probably the average income of the residents would be about $5,000 annually, but this average does not give a reliable idea as to the general picture of the area due to the wide range existing. The median cost of living is estimated at $299 per month.

The area is far from homogeneous. In it are apartments, Negro units, small depreciated frame houses and large $20,000 to $30,000 brick homes. The dwelling unit density is about 630 per square mile.

In 1928, there were approximately 60 homes in the area. Of the 1,552 residential units now existing, 1,362 are apartments renting from $65 to $100 per month. Apartment vacancies in this area are currently reported to approximate 20 per cent. Single-family houses range in selling price from $8,000 to $12,000 generally, with some small areas and isolated units ranging up to $30,000. With these units constituting a small minority, it is not surprising that median housing cost per month is estimated to be $90. As indicated previously, the area lacks homogeneity. There is no definite trend fixed, as yet, as to size and type of homes. With the predominance of apartment units over single-family residences it would appear, however, that there will be limited development in the higher-priced homes, except in select and restricted sections of the study area.

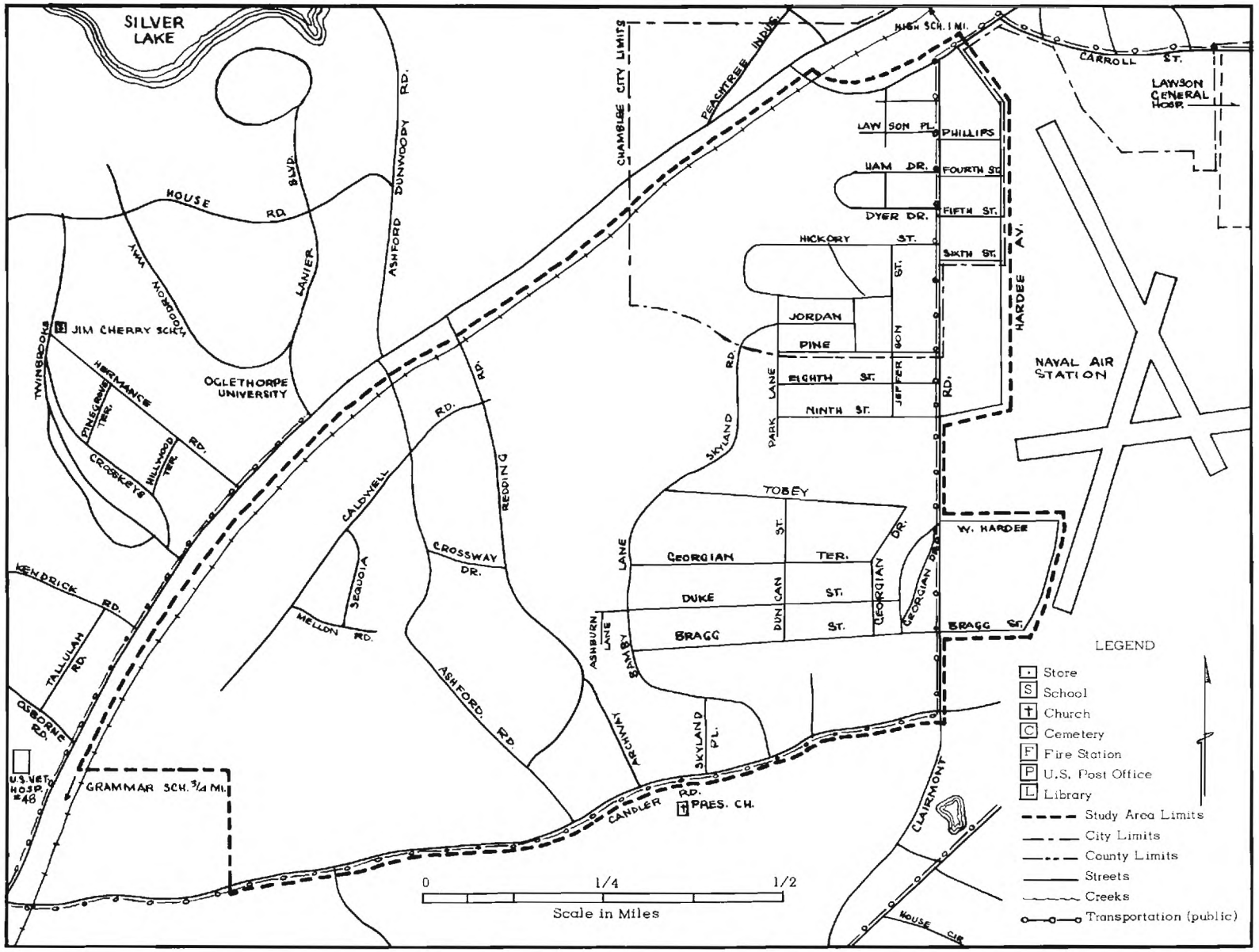


Figure 11. Housing Study Area I: Clairmont-Naval Station.

9. Area I: Clairmont-Naval Station (See Figure 11)

This study area lies in a northeast direction from the city limits, beginning at a distance of approximately 8.5 miles from the center of Atlanta and extending to a distance of approximately 10.5 miles at the outermost point. The area is bounded by Candler Road on the south, Hardee Avenue on the east, and Peachtree Road on the northwest. About 1.8 square miles are included in the area. The major approaches to the area are Peachtree Road and Buford Highway. Although it is in a sense an extension of the northeast residential section, the study area is distinguished by the fact that it is separated from the former by several miles of relatively sparsely settled land. There is adequate land for further development in and adjoining the area.

There are no shopping centers within the study area, the nearest being at Brookhaven which lies less than one mile to the southwest. This means that most residents of the area travel from two to three miles in order to shop. In view of transportation conditions, this means that shopping facilities are inadequate and inconvenient.

Schools are adequate for the area with county school busses providing transportation to Brookhaven Grammar School, less than 1.0 mile southwest of the area, and to Chamblee High School, about 1.0 mile to the north. The Jim Cherry School, located in Area H to the west, will also be available for residents of this section beginning with the next school year.

Although there are no churches within the area, one small Presbyterian church is located on Candler Road about the middle of the southern boundary, and there are adequate facilities to be found in neighboring Brookhaven and Chamblee.

The topography is fairly level throughout most of the area and readily adaptable for home building, although the area to the west of Ashford

Road is heavily wooded and inclined to be rough and somewhat rocky.

Public organizations furnish the entire area with gas, water, electricity, sewage disposal, police and fire protection. Telephone service is provided only in parts of the area which is not yet on an Atlanta exchange, necessitating a ten cent charge for calls into the city.

Trackless trolleys run to the southwest edge of the area at approximately five minute intervals, but do not enter the area. A suburban connects with the trackless trolley line and runs along Peachtree Road to Clairmont Road and thence to the entrance of the Naval Air Station, which is located approximately at the center of the east boundary of the area. This bus runs on a 35-minute schedule throughout the day and hourly at nights. This transportation arrangement is inadequate and inconvenient for the greatest portion of the area.

The 2,400 residents of the area are made up largely of skilled laborers and personnel connected with the nearby Naval air station and Army general hospital. Population density is about 1,400 per square mile. Along with these government installations, new industrial developments just north of the area have caused a strong demand for relatively low-cost housing. Median monthly living expenses here are estimated to be approximately $257.

There are a total of 707 single family units completed with nearly 100 more planned or under construction. Of the above, all but about 30 have been constructed since 1945. Although about 43 units were in existence in 1928, most were temporary houses erected in 1917 when a military training camp was set up in the vicinity, and some have been abandoned. A group of 256 apartment units, to be known as Caldwell Village, is under construction in the southwest portion of the area. Excluding this new addition, the unit density is approximately 420 per square mile.

The area is fairly homogeneous throughout from the standpoint of the character of the dwellings, with the exception of 70 units on Redding Road. The general type of building consists of two- and three-bedroom, one-bath units of frame or composition shingle construction in the $7,500 - $10,000 price range. The houses that have been built since the war are rather poorly kept in many sections with little attempt having been made at landscaping. The houses on Redding Road are of definitely superior design and construction, running to a modern style in the $15,000 to $20,000 price range and are generally well kept. In the area along the south border on Candler Road, construction appears to be slightly superior to the general average, with 17 of the 25 new units having been sold, although they are as yet unoccupied. The median cost of housing in Area I is about $76 per month.

10. Area J: Gilbert-Jonesboro (See Figure 12)

The Gilbert-Jonesboro area lies almost 7.0 miles south of the center of Atlanta and approximately 2.0 miles east of the business section of Hapeville. Covering 0.5 square mile in area, it is bounded on the east by Jonesboro Road, on the south by the Fulton-Clayton County line, by Gilbert Road on the west and by Macedonia Road on the north.

Within the past few months, a new shopping center has been built and occupied at the main entrance of Blair Village, an 1,130-unit apartment project which occupies most of the ground in the study area. In addition to food and drug stores, there is a variety store and the customary service-type establishments. Shopping centers are available in the nearby town of Hapeville and also at Lakewood, four miles to the north, or Forrest Park, 2.5 miles south of the area in Clayton County.

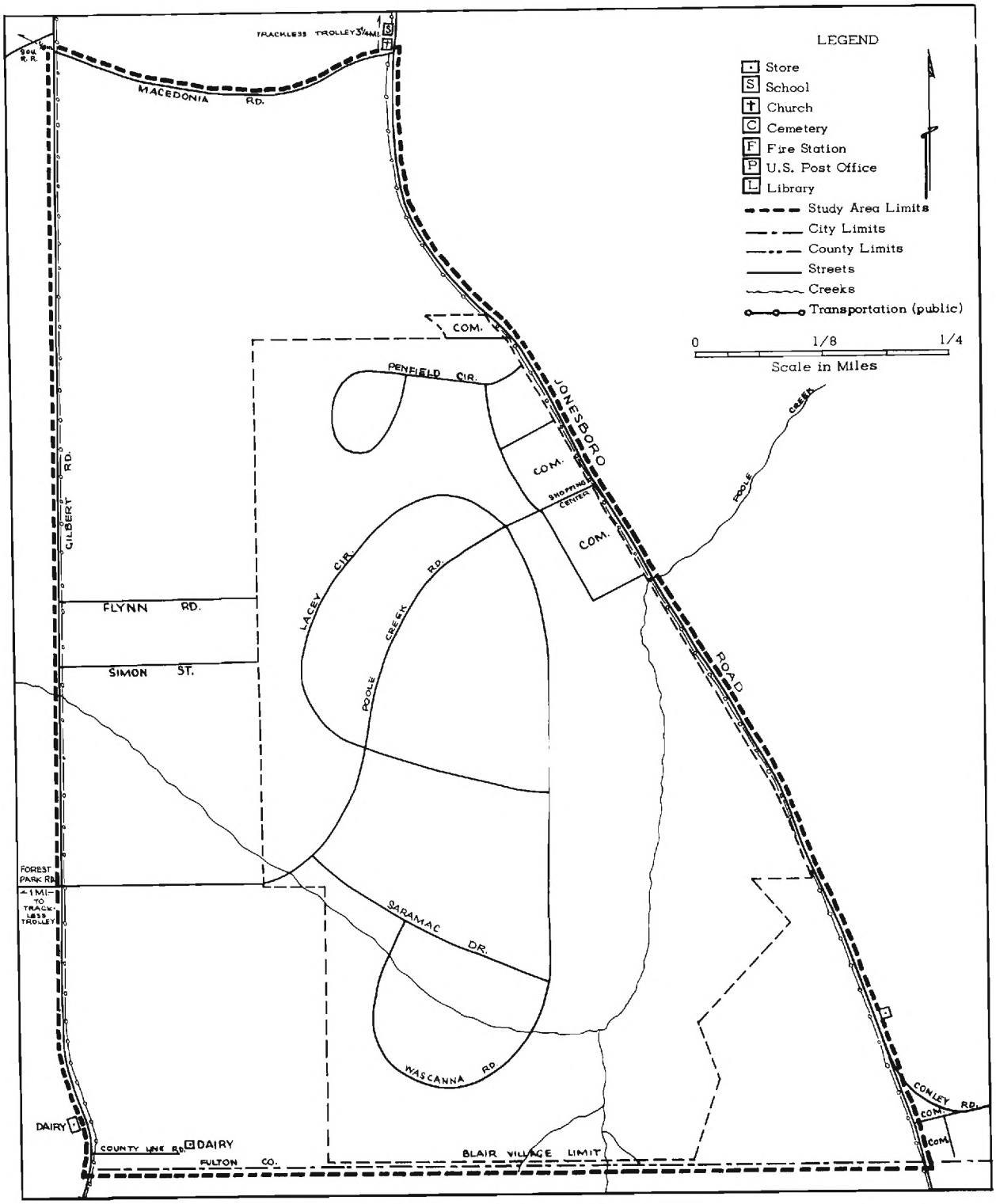


Figure 12. Housing Study Area J: Gilbert-Jonesboro.

Humphries School at Orchard Knob, about 0.8 mile north of the area, is the nearest elementary school and most heavily utilized by residents of the area, although some children attend the Hapeville Schools. High school students attend Fulton County schools, the nearest one being approximately 7.0 miles north of the center of the area. County school busses furnish transportation free-of-charge to the elementary students, and the high school students pay a fare of five cents each way.

Except for one small country church at the northeast corner of the area, there are no churches nearer than those in the nearby towns of Forrest Park on the south, Hapeville, East Point and College Park (Tri-cities) on the west, and the Lakewood community just south of the Atlanta city limits north of the area.

This area provides a clear-cut example of the practice of skipping over much usable land and developing residential units in isolated places. Except for its proximity to the industrial areas of the Tri-cities and to Forrest Park, where a large Army quartermaster installation is located, there appears to be no logical reason behind the location of this development other than the availability of inexpensive land. There appear to be no immediate barriers to further residential expansion in any direction.

In addition to a private water supply developed for the use of the Blair Village project, water is now available from Atlanta in the area along Jonesboro Road. Gas, electricity, telephone and county sewage disposal facilities are also available.

Inter-city bus transportation is available along Jonesboro Road and Gilbert Road into Atlanta. There is also a suburban bus line serving the area on a 30-minute schedule during commuting hours. No direct trans-

portation is available into the East Point, College Park and Hapeville areas, although a trackless trolley line from the city terminates at the Ford Plant, about 1.0 mile west of the study area.

Population in this area is approximately 4,100, with a density of 8,000 per square mile. The majority of the residents are skilled or semi-skilled laborers or operators with an estimated average income of $2,800 or $3,200 per year and a median living expense of about $228 per month.

Of the approximately 1,200 residential units in the area, 96 per cent are the apartment units known as Blair Village, which have been built within the past year. As of 1928, only 13 homes existed in the area. The few single-family residences there now are predominantly old farm-type dwellings without modern plumbing facilities. Replacement costs of these units would be about $3,500 to $5,500. Total dwelling unit density is estimated to be 2,350 per square mile. Apartment unit rentals run from $45 to $65 per month, including water and kitchen furnishings consisting of gas stoves and refrigerators. The median cost of housing in this area is $67 per month.

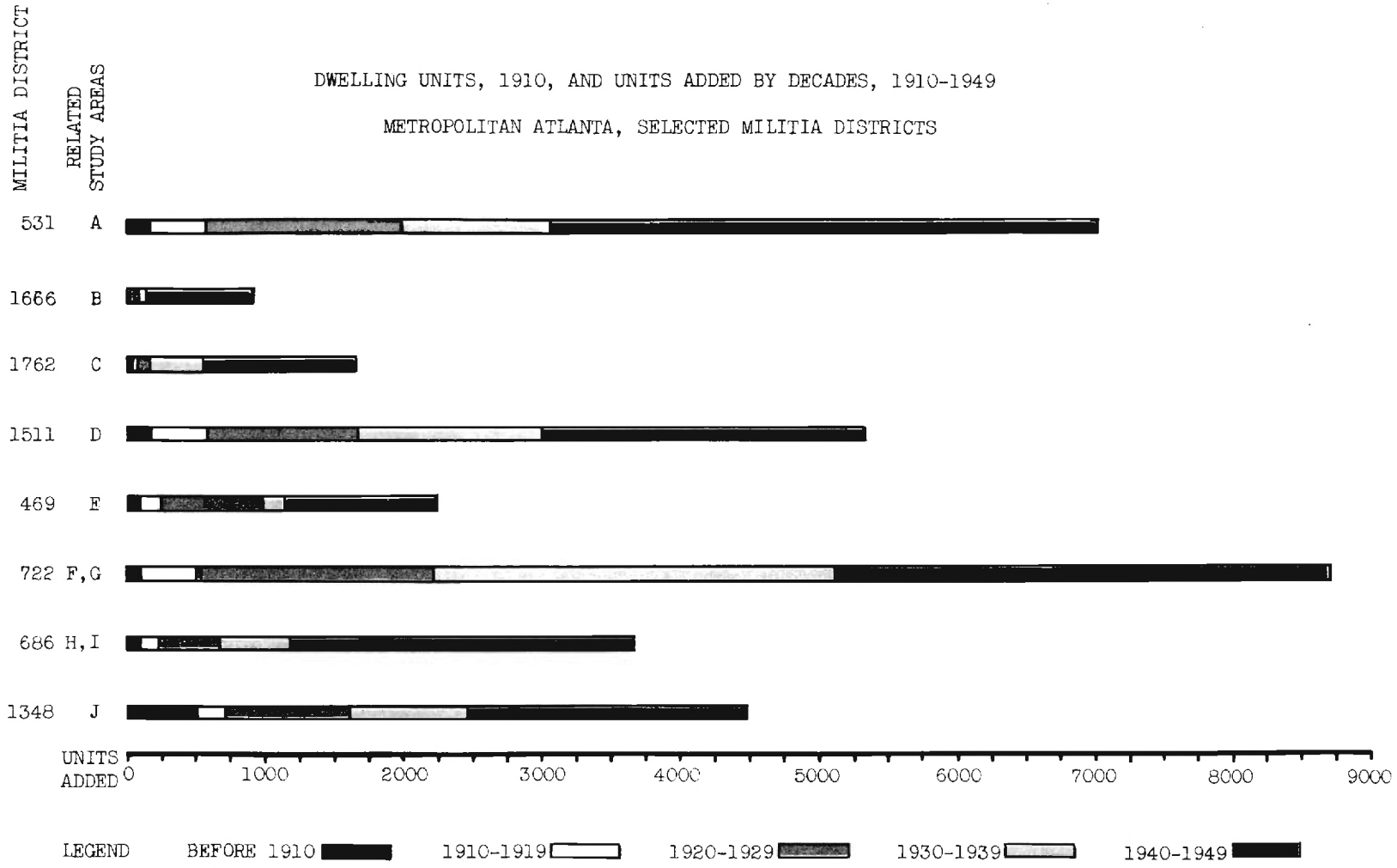
E. History of Residential Development of Study Areas

It would have been desirable for purposes of historical comparisons to have made the study areas coincide with census tracts or political subdivisions. Unfortunately, neither the builder nor the buyer operates on such an arbitrary or statistically favorable basis in the selection of residential locations. Both builders and home buyers are more concerned with small neighborhood areas, and formal boundary lines seldom direct the building pattern. For this reason it has been impossible to correlate the delineated study areas with areas on which recorded data are normally available.

In view of the lack of data on residential construction in the selected study areas for prior years, it is difficult to compare current development with that of past periods. In order to give some relative indication of the trend of growth, therefore, construction data on militia districts by decades since 1910 are shown in Figure 13. In two cases, Areas B and E, the individual study areas comprise a major portion of the militia district from the standpoint of area coverage. In other cases, as in Areas C, H and I, growth in the militia districts has been largely coincident with growth in the study areas involved. The remaining five study areas, A, D, F, G and J, however, may not be representative of the militia districts in which they lie, due to general widespread development in the district outside the study area. At best, the information shown in Figure 13 can only assist in understanding the general historical background and relative trend of development in the general vicinity of the selected study areas. Trends in residential construction in the local area are clarified to some extent by Figures 14, 15 and 16. Changes from the density situation in 1940 (Figure 14) are shown for the past decade by unit increase in Figure 15 and by percentage increase in Figure 16.

Since one of the primary criteria used in the selection of areas for study was based on the intensity of recent residential building activity, it is apparent that the heaviest growth periods would logically fall in the current decade.

The most rapid period of residential expansion for all study areas has occurred in the last half of the past decade, as has been the case usually with the surrounding militia districts. In fact, in the militia districts, more residential building has occurred since World



SOURCE: FIGURES FOR 1910-39-U.S. BUREAU OF THE CENSUS
FIGURES FOR 1940-49-ATLANTA METROPOLITAN PLANNING COMMISSION

Figure 13. Historical Growth in Housing Supply.

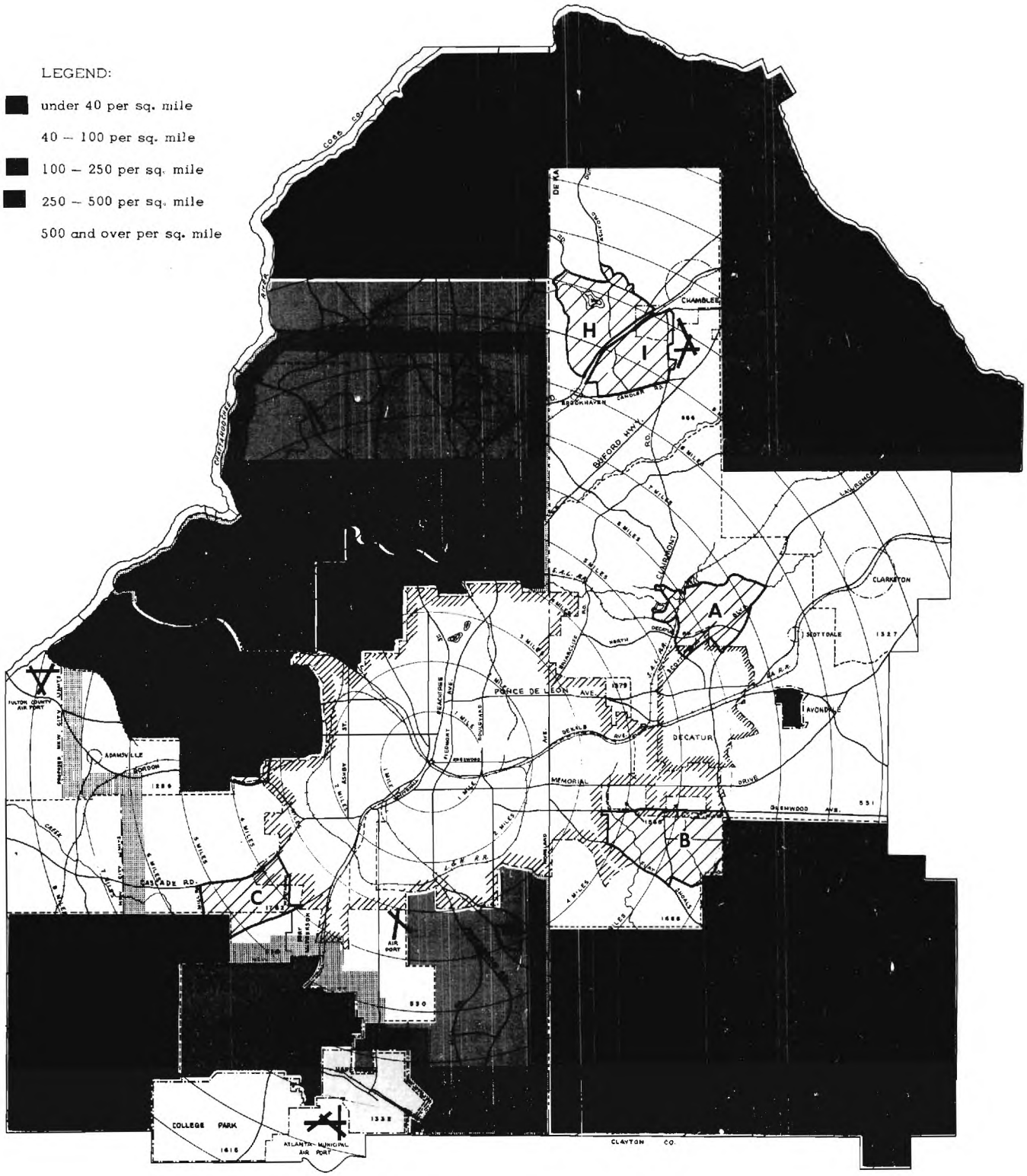


Figure 14. Density of Housing, 1940, by Selected Militia Districts in the Atlanta, Georgia, Metropolitan Area.

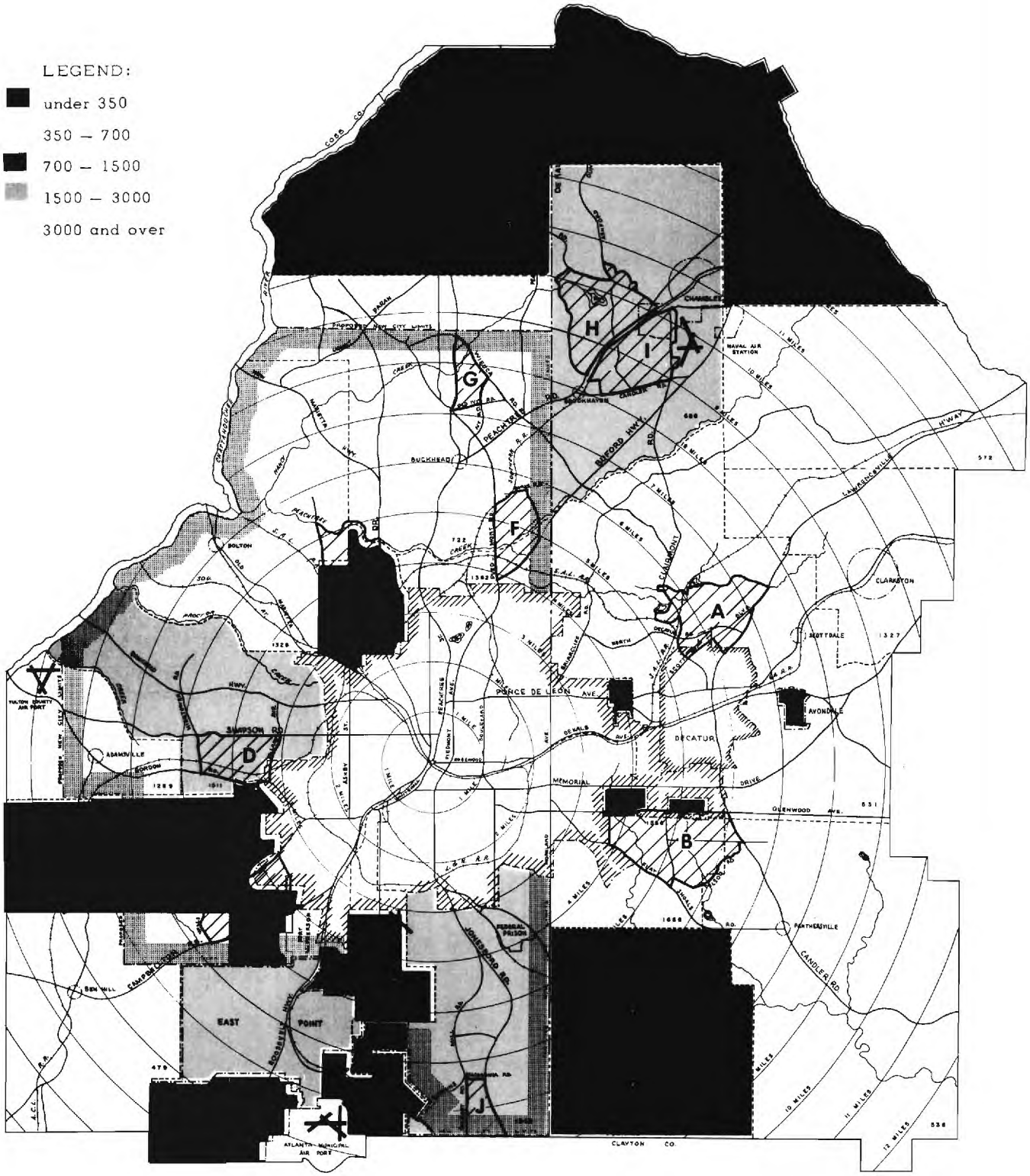


Figure 15. Unit Increase in Housing Supply, 1940-1950, by Selected Militia Districts in the Atlanta, Georgia, Metropolitan Area.

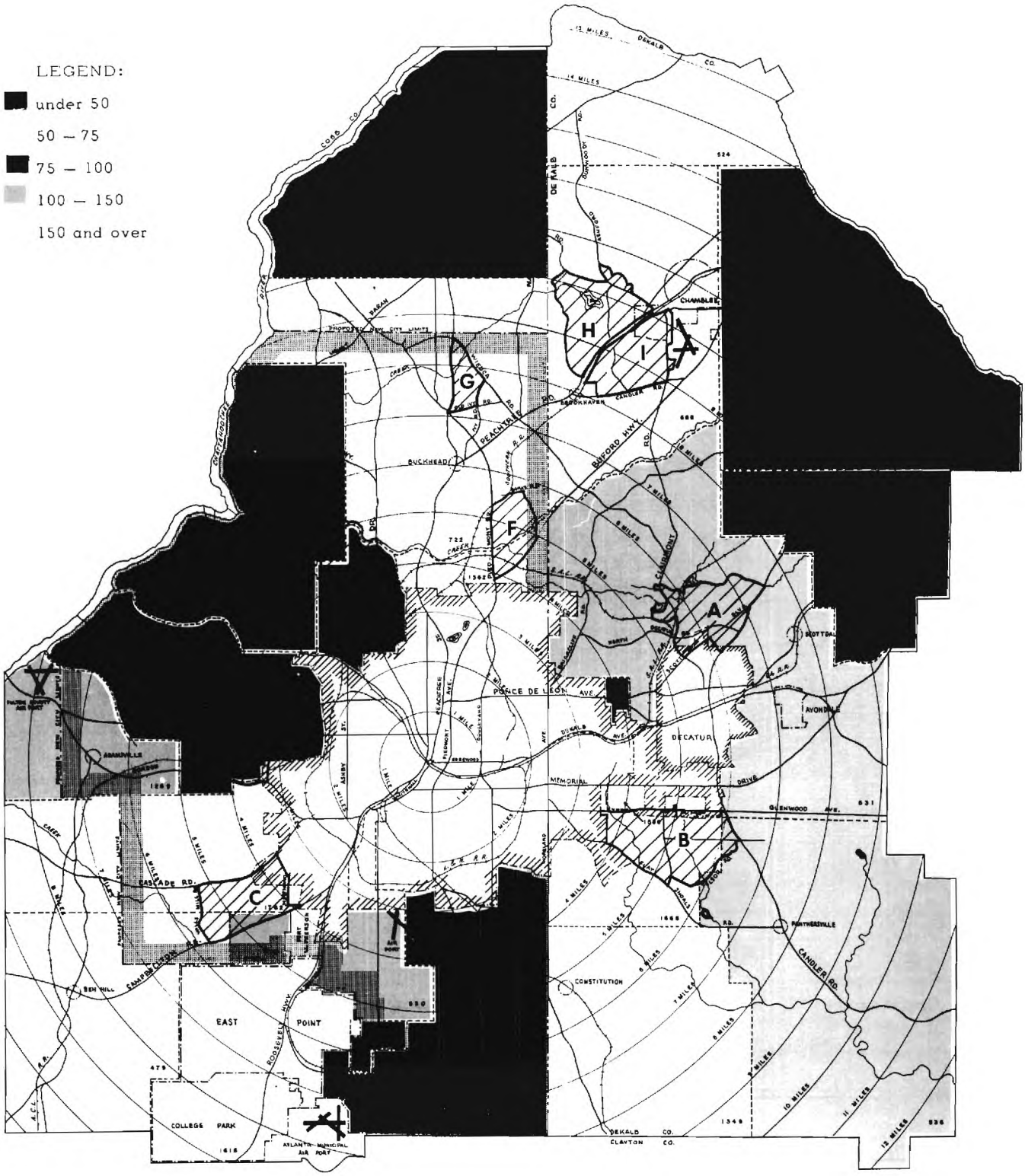


Figure 16. Percentage Increase in Housing Supply, 1940-1950, by Selected Militia Districts in the Atlanta, Georgia, Metropolitan Area.

War II than occurred in the three preceding decades with only two exceptions.

Homebuilding activity in the Atlanta metropolitan area reached an all-time record high with an estimated 16,250 units started in 1950. This represented a 59 per cent increase over 1949 for the Atlanta area as compared with an increase of 36 per cent for the Nation. A breakdown of the estimated number of units started, by years since 1946 and by months for 1950, is shown in Table I.

TABLE I

ESTIMATED NUMBER OF NEW PERMANENT DWELLING UNITS STARTED IN THE ATLANTA METROPOLITAN AREA, 1946-1950.*

Period	Total, in all types of structures	1-family houses	Units in 2-or-more family buildings
1946 -- Total	6,785	NA	NA
1947 -- Total	7,095	5,710	1,385
1948 -- Total	8,435	5,400	3,035
1949 -- Total	10,250	6,460	3,790
1950	16,280	9,530	6,750
January	850	740	110
February	1,070	820	250
March	1,550	990	560
April	1,740	880	860
May	1,620	1,060	560
June	2,090	940	1,150
July	2,010	880	1,130
August	1,490	900	590
September	1,500	780	720
October	960	640	320
November	720	460	260
December	680	440	240

*Bureau of Labor Statistics.

F. General Characteristics of the Atlanta Area

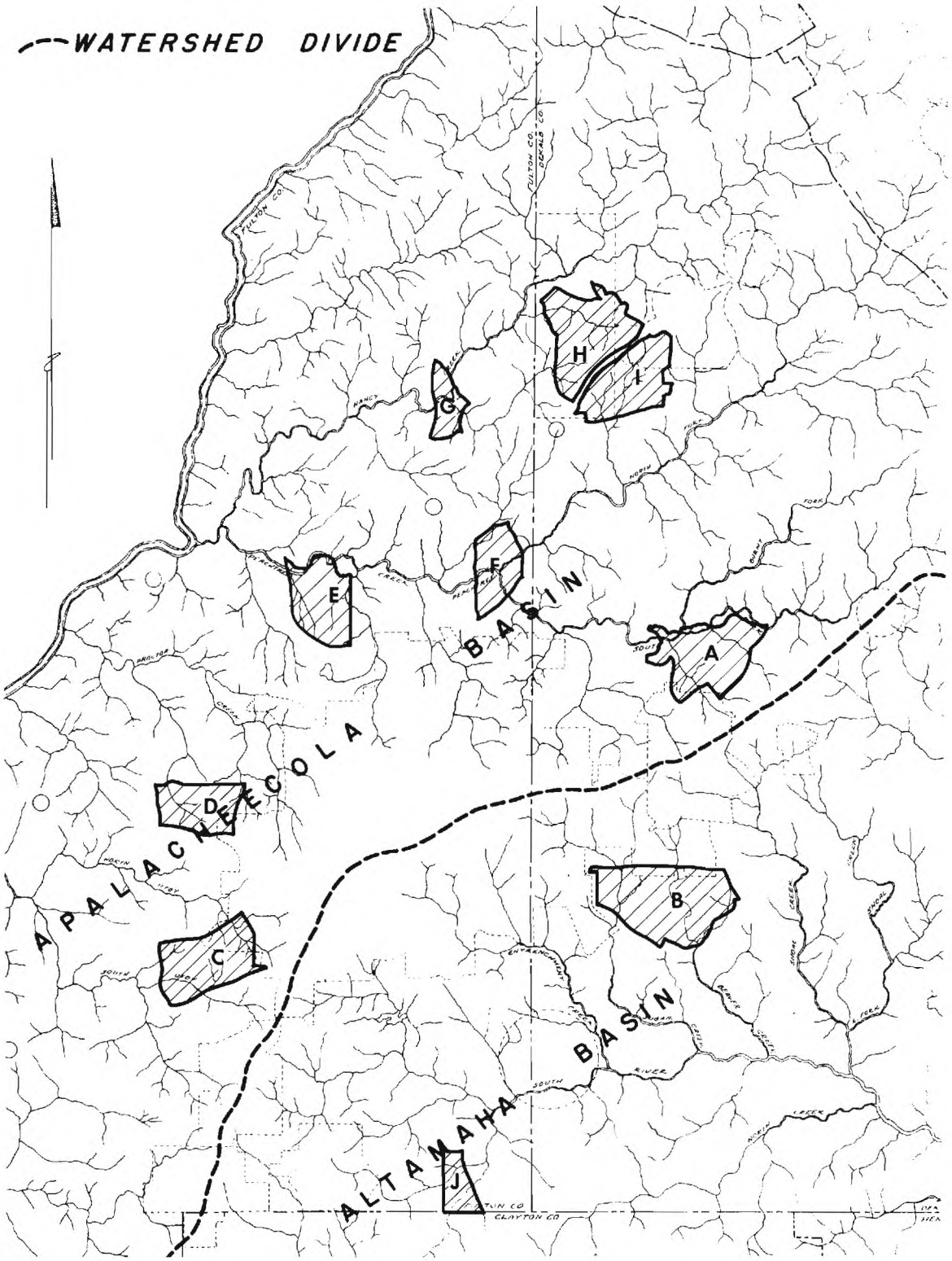
A group of figures, most of which were developed by the Atlanta Metropolitan Planning Commission, are presented in the following pages. These describe more clearly than words the framework into which residential locations have been integrated.

The areas selected for study have been superimposed in each figure to facilitate an appraisal of the influence exerted by the various factors on the residential prospects of each area.

Figure 17 shows the drainage pattern, Figure 18, the water supply facilities and Figure 19, the sewage facilities existing. The Chattahoochee River and its numerous tributaries provide the Atlanta community with a good source of water and a convenient outlet for sewage.

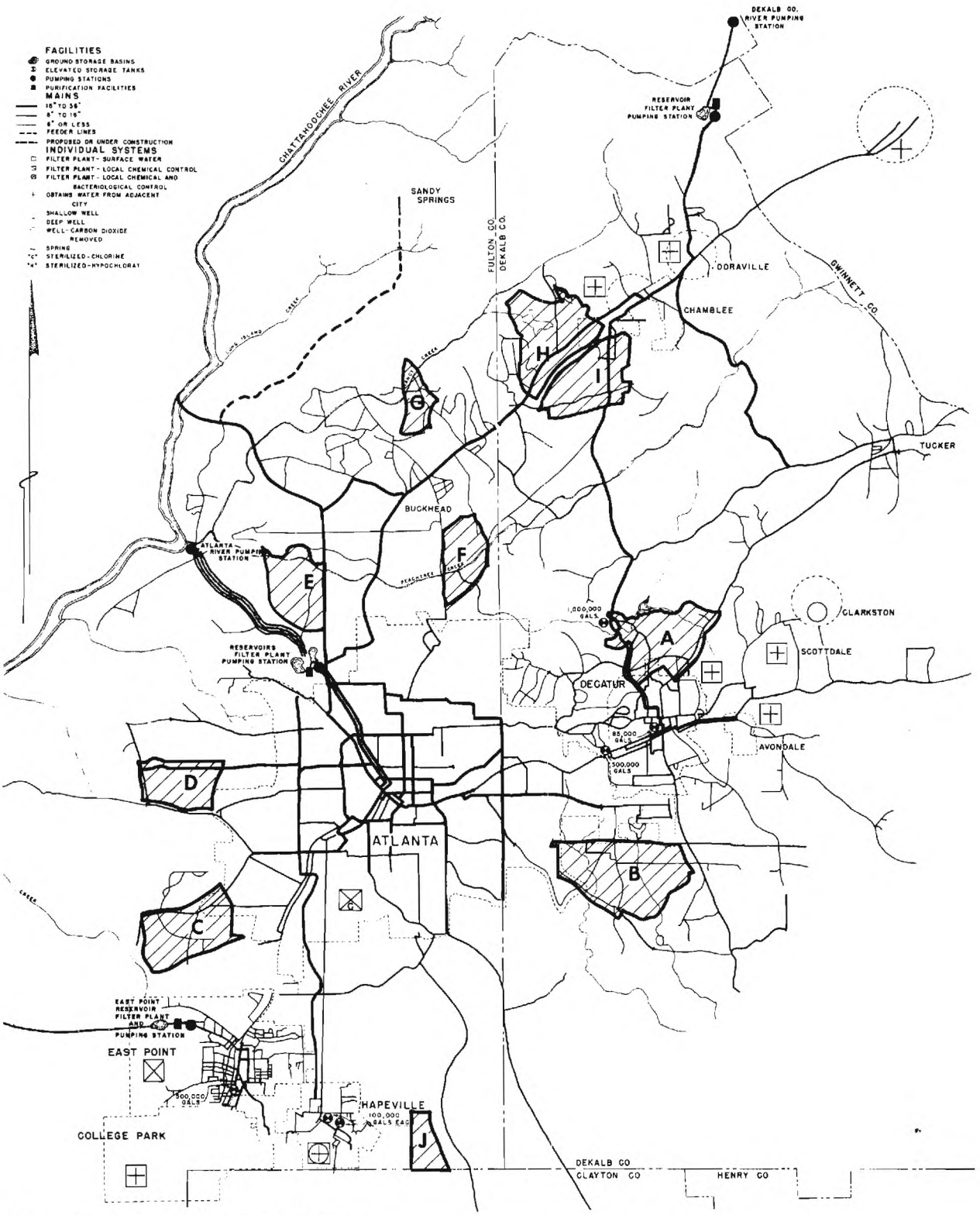
The existing transportation net is illustrated by Figures 20, 21 and 22. Public transportation, major traffic arteries and rail facilities obviously exert considerable influence in the location of residential development. Figure 23 locates areas in which industrial activity is concentrated.

The two remaining Figures, 24 and 25, show the existing land use and the distribution of population in the area in 1940, the most recent year for which detailed data are available.



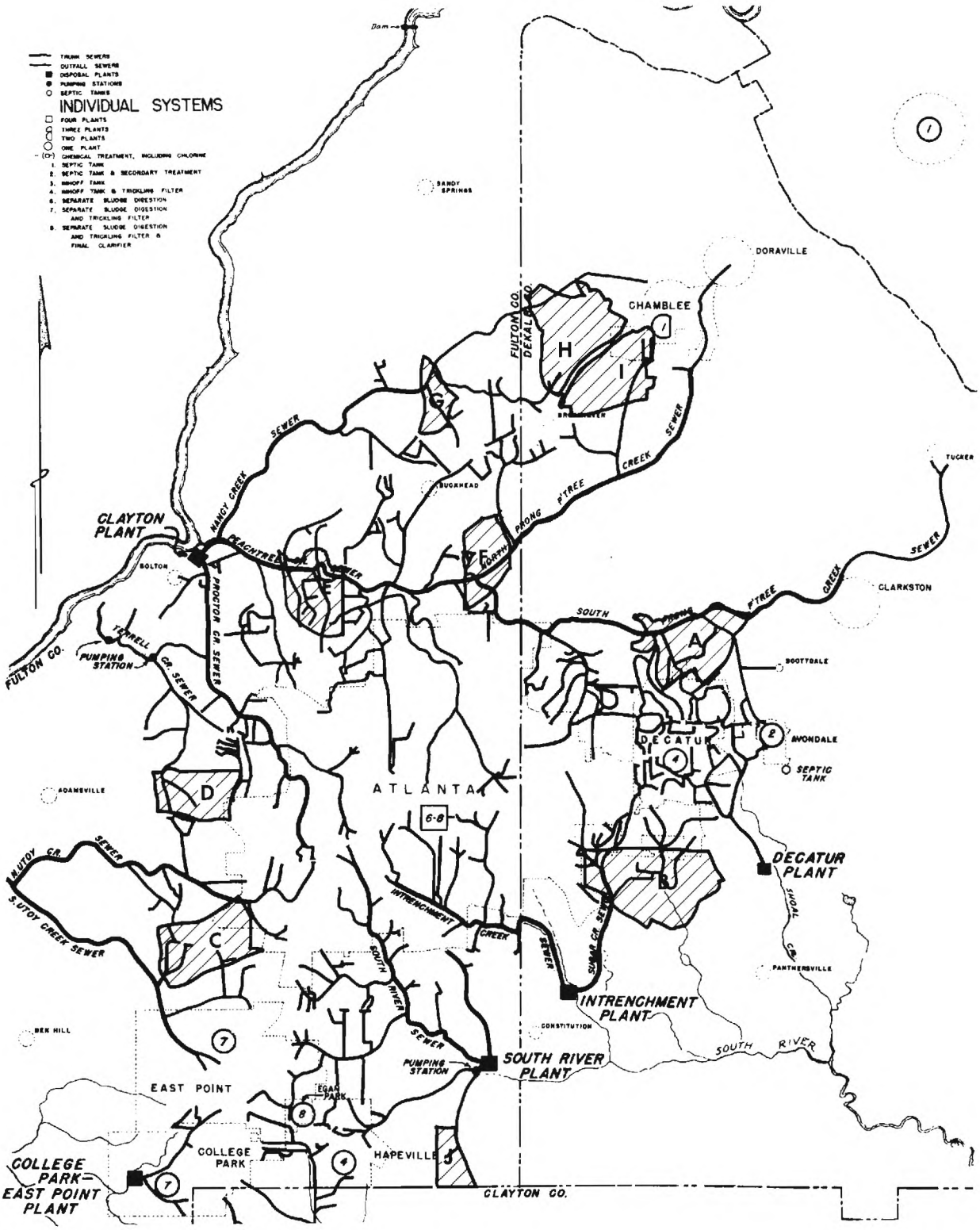
Source: Atlanta Metropolitan Planning Commission.

Figure 17. Drainage Pattern.



Source: Atlanta Metropolitan Planning Commission.

Figure 18. Water Supply Facilities.



Source: Atlanta Metropolitan Planning Commission.

Figure 19. Sewage Facilities.

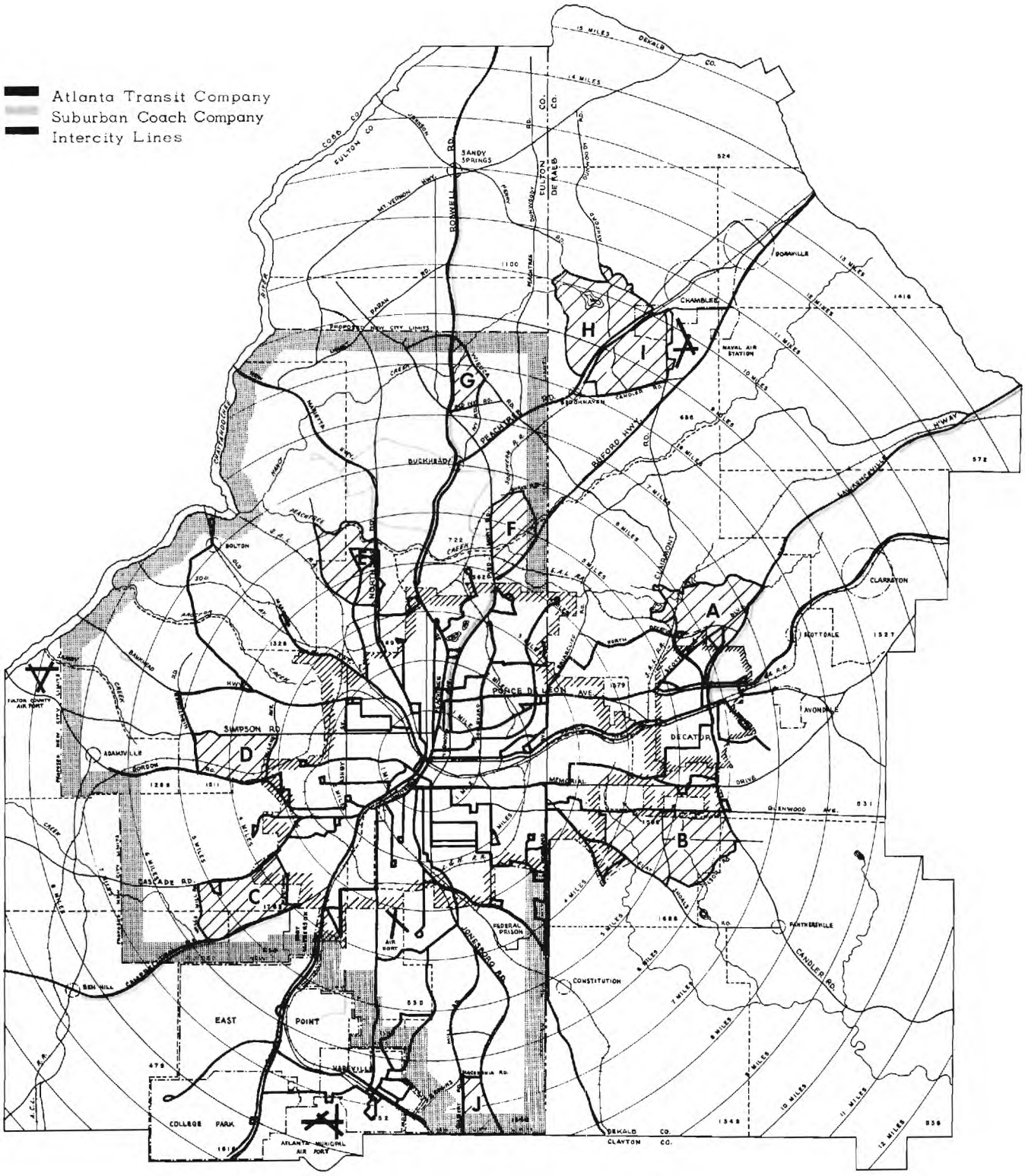
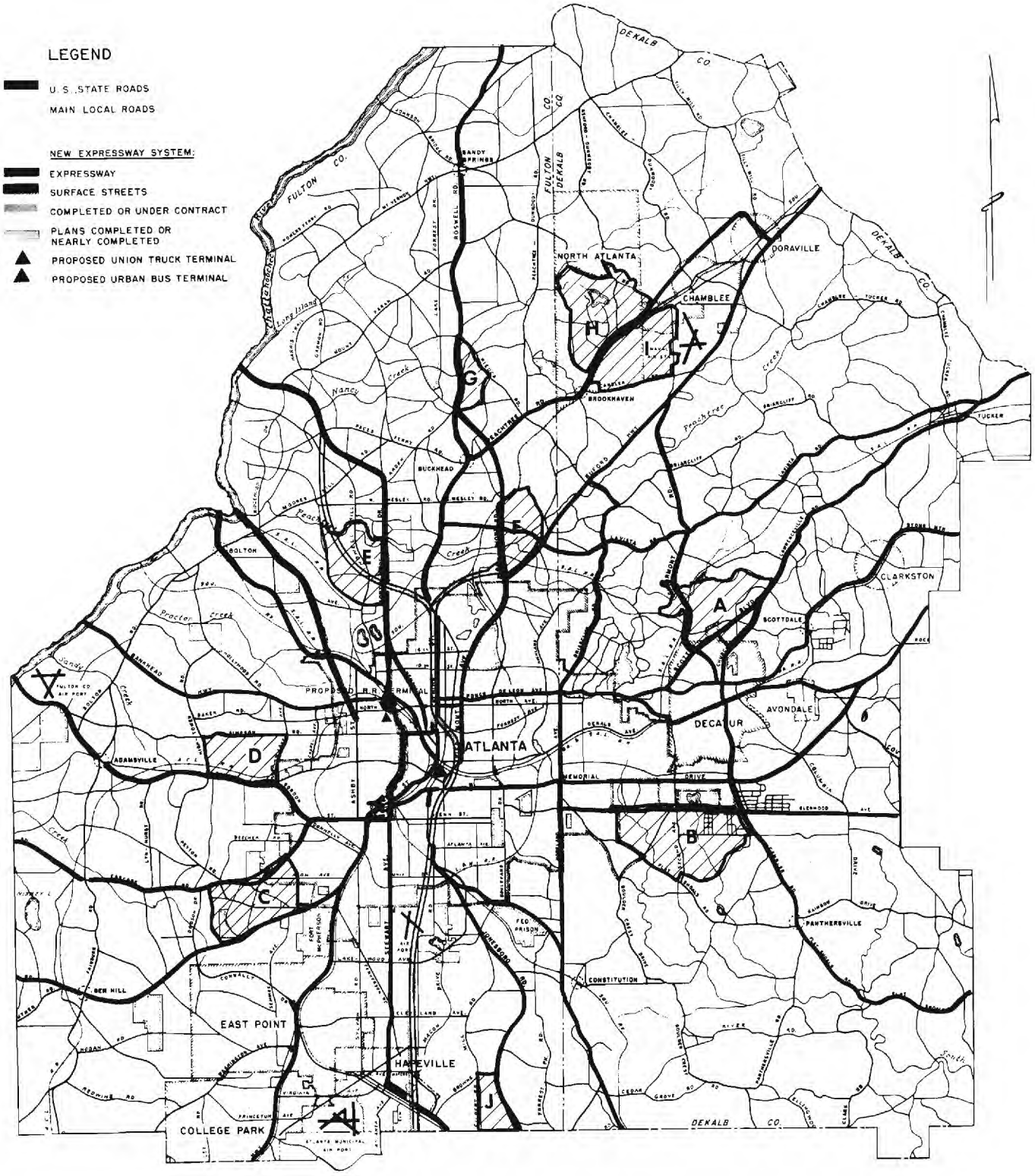
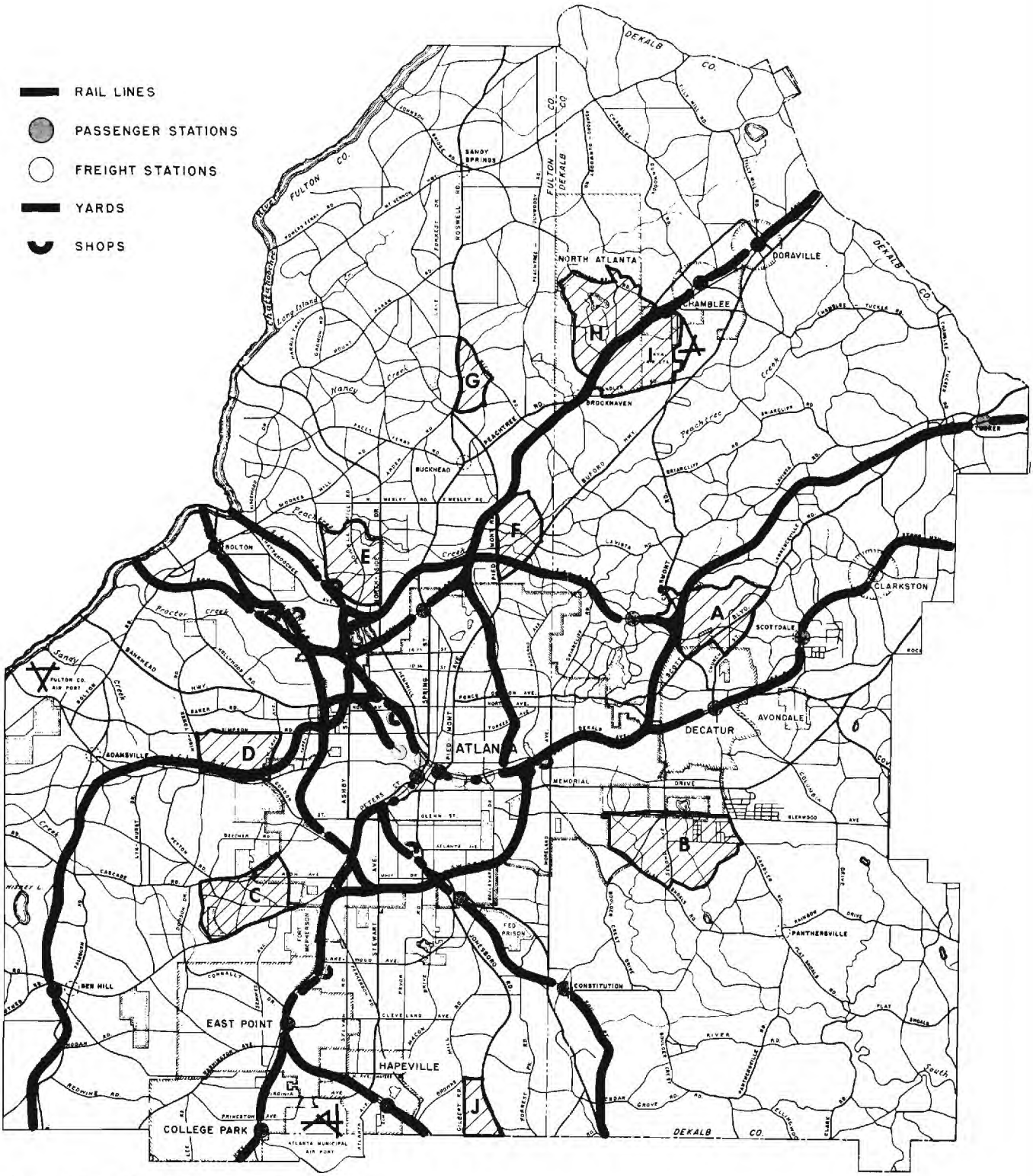


Figure 20. Public Transportation.



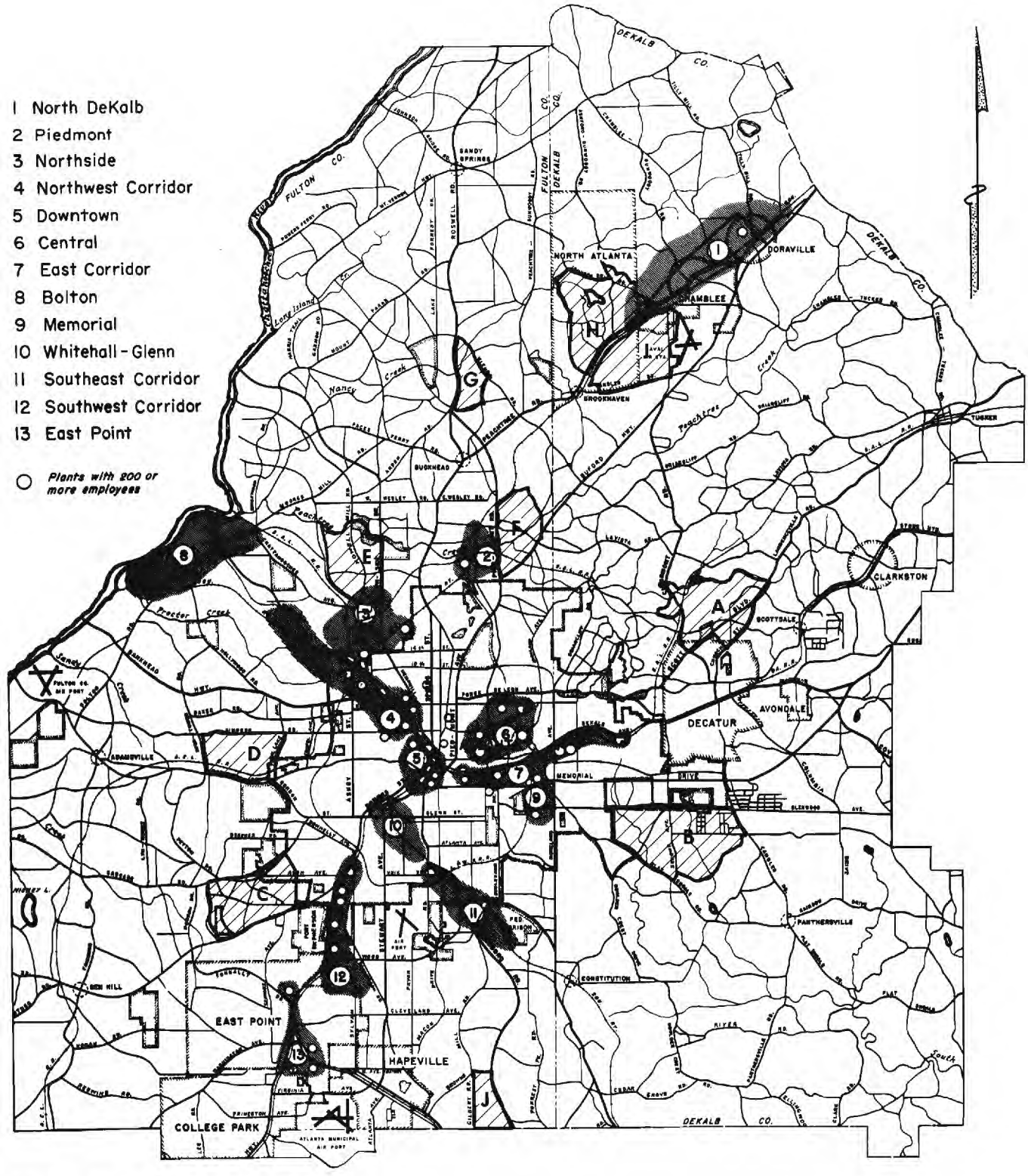
Source: Atlanta Metropolitan Planning Commission

Figure 21. Major Traffic Arteries.



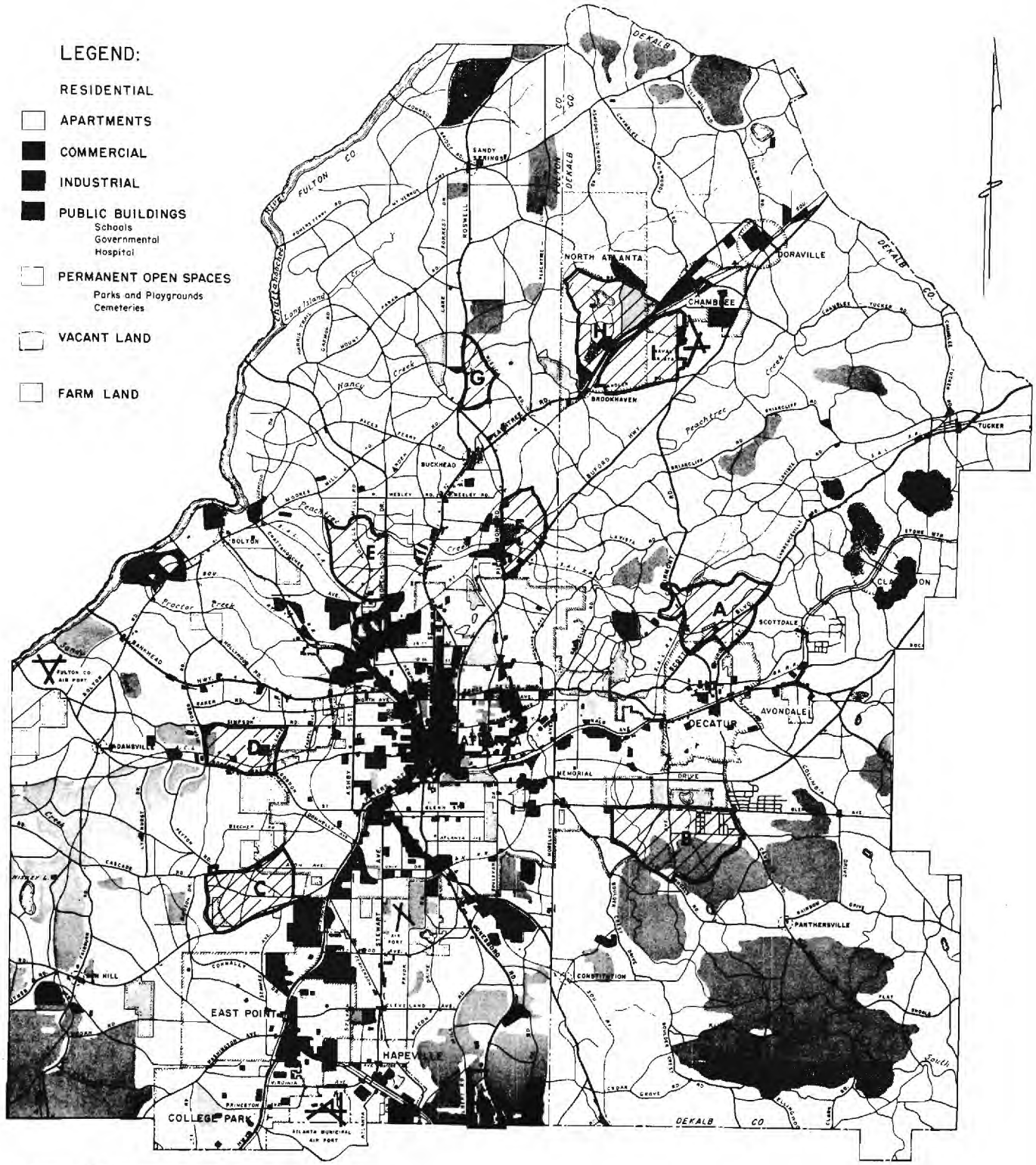
Source: Atlanta Metropolitan Planning Commission.

Figure 22. Railroads and Facilities.



Source: Atlanta Metropolitan Planning Commission.

Figure 23. Industrial Areas.



Source: Atlanta Metropolitan Planning Commission.

Figure 24. Existing Land Use.

Source: Atlanta Metropolitan Planning Commission.

Figure 25. Population Distribution, 1940.

III. CONSUMERS APPRAISAL OF THEIR HOUSING LOCATIONS

Future demand for housing by locations may be reflected in the opinions of present residents in the various locations. If the people who live in a particular area are well pleased with their location it may be assumed that additional residents may also look with favor on that same general location. However, if there is a great deal of dissatisfaction with a location among present inhabitants, it is reasonable to expect that particular neighborhood to offer small attraction for additional residents.

This line of reasoning suggested making some study of the attitudes of residents toward the locations in which they now live. Approximately five per cent of the people who live in the areas selected for study were interviewed; i.e., the sample consisted of an interview at every twentieth house or apartment unit in each area.

The questionnaire used as the basis of consumer interviews is shown as Form 10 in the Appendix.

An analysis of the responses to the several questions follows. Some of the results are merely recounted as a matter of interest and others are interpreted according to what is felt to be their significance. More complete tabulations of the results of this survey may be found in the Appendix, Section C.

Consumer interviews consisted of 272 from occupants of single-family houses and 168 from occupants of apartments, for a total of 440 interviews. Over 90 per cent of the respondents were women. The number of men interviewed was too small to establish any influence of sex in the responses.

A. Size of Family

The average number of persons per household in the areas studied was 3.4. This is the same as the estimate for households in the Atlanta metropolitan area for 1950.

Households were significantly smaller than average size in Area I and materially larger than average in Areas D, G and H.

B. Duration of Occupancy

In the newly developed areas selected for study, about one-half of the families had lived in their present quarters less than one year. Thirty-one per cent had resided in the areas from one to two years, and the balance had a period of tenure longer than two years.

C. Prior Residence of Families in the Study Areas

The prior residence of the families living in the newly developed study areas shows clearly the trend away from the city proper. Almost all of the study areas are completely outside the city of Atlanta. Five of the ten areas touch the city limits of either Atlanta or Decatur with very little over-lapping and five of the areas are well beyond the city limits.

Nearly one-half of the families now living in newly developed suburban neighborhoods came from inside the central city, about 30 per cent came from outside the local area and almost 20 per cent formerly lived in other parts of the suburban area. Newly formed families accounted for about one per cent of the total. New residential developments just outside the city drew a much larger proportion of their residents from the city proper than did the new developments farther from the city. Thus, the demand for new suburban housing comes more from former residents of the local area that from newcomers to the area.

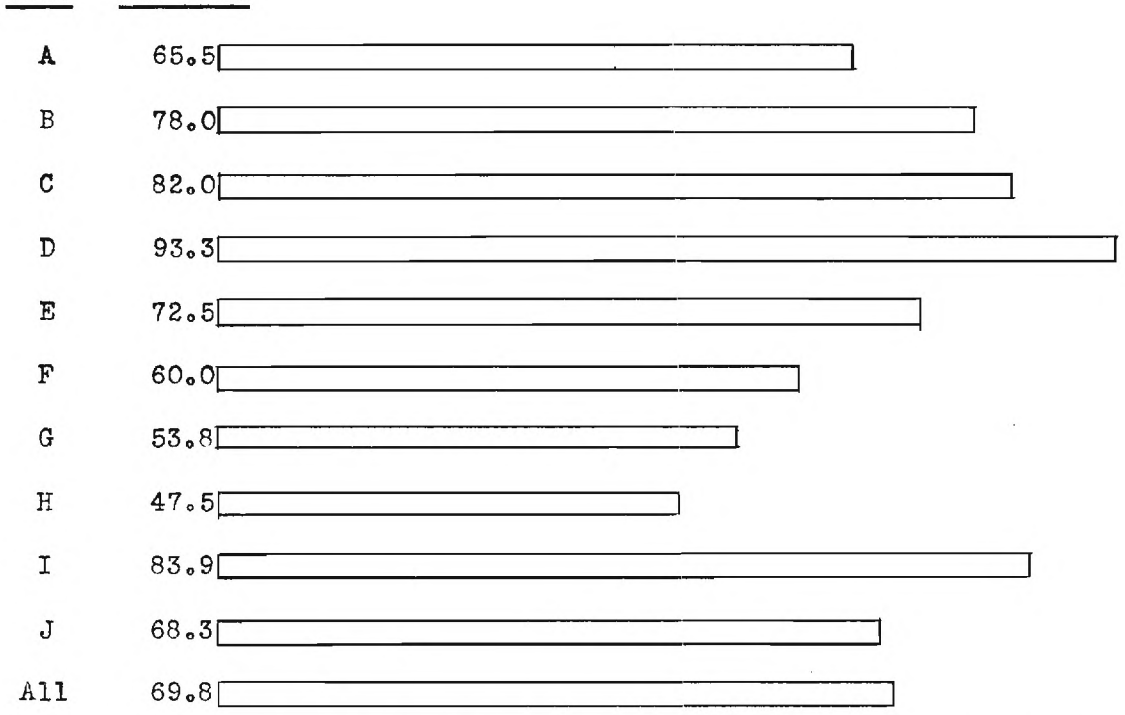


Figure 26. Families Formerly Living in Metropolitan Atlanta as a Per Cent of All Families, by Study Areas.

D. Satisfaction with Location

Seven out of ten families interviewed said that they were entirely satisfied with their present locations. Those satisfied by areas ranged from 93 per cent in the Howell Mill-Northside area down to 43 per cent in the Silver Lake-Peachtree area.

It might be concluded from Figure 27 that the better areas for additional housing during the next two or three years would be in extensions of Areas E, G, B, A, F and C, in that order, and that the less favorable areas for additional housing would be near Areas I, D, J and H, in the order mentioned. However, further analysis is necessary (1) the merits of other areas not included in the study are unknown; (2) builders and lenders are interested in the reasons back of the satisfaction or dissatisfaction of consumers with locations; and (3) changes are continu-

uously in progress which increase or diminish the desirability of all sections for residential purposes.

Areas	Per cent
A	82.8
B	84.0
C	80.3
D	56.7
E	92.5
F	81.8
G	92.3
H	42.6
I	64.5
J	53.7
All	72.3

Figure 27. Families Entirely Satisfied with Their Locations as a Per Cent of All Families by Study Areas.

E. Qualities of a Good Residential Location

Satisfaction or dissatisfaction with a residential location seems to be made up of many factors.

The things people like or dislike about a location, however, are not all of the same importance. Perhaps the relative importance of likes or dislikes could be judged either by the order in which they were mentioned or the frequency with which they were mentioned.

The favorable factors, ranked according to the frequency mentioned for all areas, are as follows:

1. congenial neighbors
2. quiet, freedom from noise
3. spacious, not congested
4. good shopping facilities

5. adequate transportation
6. convenient schools
7. clean
8. far enough from downtown
9. attractive homes
10. convenient to work
11. cool
12. convenient to downtown
13. limited traffic
14. environment good for children
15. convenient to churches
16. new section
17. high rate of home ownership

Miscellaneous factors mentioned less frequently were: economically homogeneous neighborhood, attractive approach, investment appreciation and central location, in the order listed.

It is significant that the items most frequently mentioned are not related to convenience of the location or other considerations which might be related to economic and efficient living. On the contrary, the character of the people in the neighborhood and the neighborhood environment seem to be more important. This is, perhaps, a reflection of the yearning, on the part of city people particularly, for a peaceful and quiet place to spend non-working hours.

The enthusiasm of respondents for their present locations and the firmness of demand may be judged somewhat from the number of things they liked well enough to mention.

On the basis of the number of things residents of study areas like about their present locations, Areas C, D and G rank higher than average, and Areas H, I and J are well below average. Too much weight should not be given to this particular measure of the firmness of demand, however, because the inevitable variations in the approaches and deliberateness of different interviewers may have proved "leading."

The "like" most frequently mentioned, by areas, is shown below:

A. congenial neighbors

B. quiet

C. congenial neighbors

D. quiet

E. quiet

F. shopping facilities

G. schools convenient

H. ample space

I. quiet - congenial neighbors

J. congenial neighbors

TABLE II

SATISFIED FAMILIES, TOTAL LIKES MENTIONED, AND LIKES MENTIONED PER INTERVIEW, BY AREAS

Area	Number of Families	Total Likes Mentioned	Likes per Respondent
A	48	137	2.8
B	42	105	2.5
C	49	164	3.3
D	17	63	3.7
E	37	108	2.9
F	45	106	2.4
G	12	36	3.0
H	26	36	1.4
I	20	33	1.6
J	22	39	1.8

In responding to a question as to what residents like about a location, it may be assumed that the things people like will be mentioned in the order of relative importance. If weights of 5, 3 and 1 are assigned to the "likes" mentioned in first, second and third order, the total score leads to the following ranking for the ten most important "likes."

1. quiet
2. congenial neighbors
3. ample space
4. good neighborhood
5. shopping facilities
6. transportation facilities
7. child environment
8. central location
9. clean
10. far enough from town (closely related to 1 and 3)

The "like" which was mentioned first the largest number of times, by areas, was:

A. congenial neighbors
B. quiet
C. congenial neighbors
D. ample space
E. quiet
F. congenial neighbors
G. quiet
H. ample space - child environment
I. quiet
J. child environment - cool

F. Objections to Residential Locations

One out of four of the families interviewed did not like the locations in which they lived. The reasons for not liking a location are closely related to convenience of location, in contrast to the reasons for liking a location which were primarily related to environment. The dislikes according to the number of times mentioned, follow:

Poor transportation - 168

Inconvenient shopping - 78

Inadequate community facilities - 61
(water, sewer, gas, streets)

Too far from downtown - 42

Noise - 31

Congested area - 31

Schools inconvenient - 28

Heavy traffic - 19

Unattractive surroundings - 17

Inefficient local government - 16

Neighbors not congenial - 9

Poor transportation ranked first among dislikes in all individual areas except D and H. In Area D, a newly developed area for Negores, many units are without running water and sewers and many streets are unpaved. As a result of these circumstances, lack of community facilities ranks first as the reason for not liking the area. This is followed closely by poor transportation. In Area H, the most common complaint is that the area is too far out. This is also closely related to poor transportation which ranks as the second most important dislike for this area.

The most important complaints made about each study area may be summarized as follows:

Area A: More than a third of the families mentioned inadequancy of transportation, and about one out of five found fault with shopping facilities. Although 30 per cent of the residents mentioned no dislikes, the complaints averaged one per interview.

Area B: Over half of the residents complained about transportation. Secondary reasons for not liking the area are listed as inconvenient shopping and inadequate community facilities, each accounting for 14 per cent of the complaints. Complaints averaged nearly two per interview, but 24 per cent of the residents mentioned no disadvantages of the area.

Area C: Only one out of five mentioned inadequecy of transportation, and about ten per cent of the families thought shopping from this location was inconvenient. Over half of the families found nothing whatever wrong with the area. There was an average of less than one complaint per interview.

Area D: Over 70 per cent of the families here complained about transportation and about the same number pointed out the lack of essential community facilities. About two-fifths of the families found shopping inconvenient. Every family interviewed, except two, registered one or more complaints, which averaged nearly two per interview.

Area E: About one family out of six thought transportation and shopping facilities were inadequate. About half of the families found no fault with the area. Complaints averaged less than one per interview.

Area F: Two-fifths of the residents did not like the kind of transportation serving the area. Other objections were minor except that more than ten per cent complained about congested housing conditions. About one out of six mentioned no disadvantages of the area. Complaints averaged about one per interview.

Area G: Four out of the 13 families interviewed found no faults with the location. The only significant complaint was the inadequacy of transportation -- made by about half of the residents.

Area H: The great distance from town and poor transportation were thought by 60 per cent of the families to be disadvantages of this area. Inconvenient shopping facilities were reported by about one-fourth of the families. Noise from airplanes based at the nearby Naval Air Station was important enough to be mentioned by one family in six. Complaints averaged nearly two to an interview. About ten per cent of the residents mentioned no dislikes.

Area I: The two principal deficiencies of this area were poor transportation and inconvenient shopping facilities. Nearly half of the families found transportation inadequate and about one-third complained about shopping facilities. Noise from planes ranked next and was mentioned by nearly one-fourth of the residents interviewed. In both Areas H and I a

dislike of the local government was mentioned often enough to be of some significance. In this instance, reference was usually made to the county government. Three families out of the 31 families interviewed found no fault with the location.

Area J: Over half of the residents complained about poor transportation or the great distance to town. Other complaints of secondary importance related to shopping facilities and lack of congenial neighbors. About one family in six mentioned no dislikes.

On the basis of the number of dislikes mentioned per interview, it appears that Areas A, C, E, F and G are above-average locations, while Areas B, D, H, I and J are below-average.

G. Intentions to Move

Serious dissatisfaction with a given location would logically lead to a consideration of moving to another more satisfactory location. More than one-fourth of all families interviewed had given serious consideration to moving to another location. By areas, the proportion in this group ranged from three per cent in Area D and five per cent in Area E to 51 per cent in Area H and 55 per cent in Area F.

Among the families who would like to move, 47 per cent would move closer to town, 23 per cent would move farther from town and 30 per cent were undecided. The high number indicating a desire to get closer to town suggests that transportation may be expensive, troublesome and inconvenient.

Naturally enough, most of the families who wanted to move closer to the city now live in the areas farthest removed from the city. Nearly all families who would like to move farther out are now living in areas which are immediately adjacent to the city proper.

Fourteen per cent of the families who were entirely satisfied indicated that they were thinking seriously of moving. This is a reflection of the high turnover in the Atlanta population. Among the dissatisfied families, 65 per cent have thought seriously of moving. The balance are apparently content to tolerate the things they dislike during the foreseeable future.

TABLE III

FAMILIES DISSATISFIED WITH LOCATION AND FAMILIES WHO HAVE THOUGHT SERIOUSLY OF MOVING

Locational Satisfaction	Total	Number of Families									
		A	B	C	D	E	F	G	H	I	J
Not satisfied	110	10	4	12	8	3	10	1	33	12	17
Thought seriously of moving	117	11	5	8	1	2	30	3	31	9	17

Of course, it cannot always be assumed that serious consideration of moving is the result of dissatisfaction with the area in which a family lives. Some families may find it necessary to move from a location which they like very much due to economic reasons or certain arbitrary job requirements.

A good many families are dissatisfied with apartment housing. Since only apartments are available in certain areas, these families have thought seriously of moving to other areas in order to get the kind of housing they prefer. In Area F, for example, only 10 families are dissatisfied with the area, but 30 families have thought seriously of moving to another section of town.

Families in the study areas were asked where they would be likely to move if a change were made. This question was answered by both those who

have considered moving and those who were inclined to express an opinion as to where they might prefer to live even though they were planning to stay in their present locations.

The north and northeast sections of the suburban area were attractive to more families than the other sections. The southwest, west and south showed the least drawing power. Only one family said they would move to the south of town.

H. Places of Employment

One-half of the workers are employed in the downtown area. The proportion varies from 40 per cent in Area D to 60 per cent in Area F.

Over 30 per cent of the workers in Areas C and D had to go across town to work. The areas in which relatively few people worked on the same side of town on which they lived were C and F. The highest proportion of workers employed on the near side of town was in Area E.

I. How Employed Persons Get to Work (See Figure 28)

Seventy per cent of the workers residing in the study areas go to work in private cars or with riding groups as compared with 18 per cent who consistently use public transportation. Twelve per cent either walk or use various methods of transportation.

The proportion of those using public transportation ranges from 57 per cent in Area D down to nine per cent in Area F. Less than one worker in ten uses public transportation from Areas B, F and I. The availability of public transportation for all areas is shown in Figure 20.

J. Convenience of Locations of Work

The median distance to work from all areas is 6.5 miles. The median distances range from 5.3 for Area E to 10.4 for Area H.

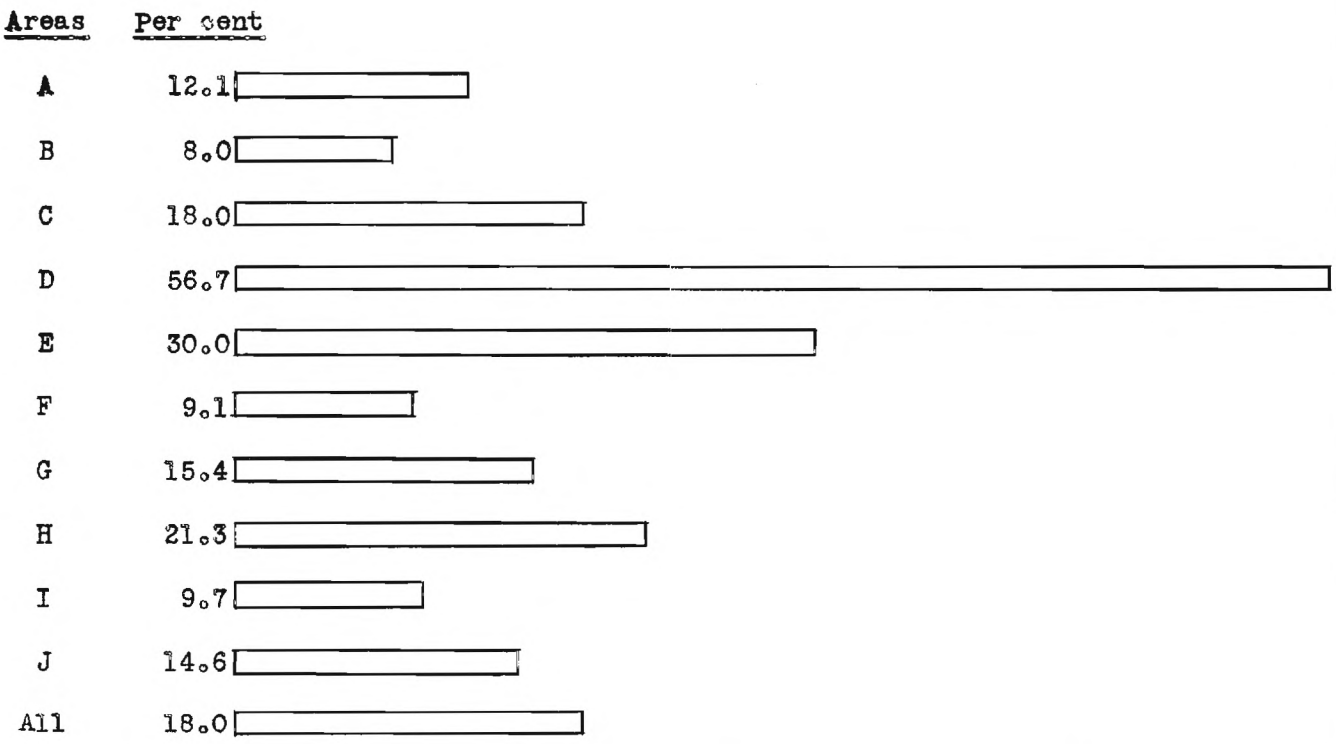


Figure 28. Families Using Public Transportation to Work as a Per Cent of All Families, by Study Areas.

Accessibility depends not only on distance but also on transportation facilities. Area E has the shortest average distance to work and also the shortest time in getting to work.

Area H, on the other hand, is farthest from work but it does not show the greatest time required to get to work.

The median time required to get to work for all areas is about 27 minutes. The time required ranges from 19 minutes in Area E to 49 minutes in Area D.

Considering the distance from work, the workers in Area G make somewhat better time in negotiating the distance and those in Area D travel at a very slow rate as shown in Table IV.

The distance from place of residence to work is somewhat greater for workers who formerly lived elsewhere in the Atlanta area than for families who have recently come to the Atlanta area from outside. A comparison by

areas is not regarded as very reliable due to the smallness of the sample. (See Table LIV, Appendix.)

TABLE IV

DISTANCE TO WORK, TIME REQUIRED TO GET TO WORK AND RATE OF SPEED IN GETTING TO WORK, BY AREAS

Item	Total	Study Areas									
		A	B	C	D	E	F	G	H	I	J
Median Distance to Work (miles)	6.5	5.8	6.0	6.0	5.9	5.3	6.0	9.3	10.4	9.6	8.4
Median Time Required to Get to Work (min.)	27	33	23	24	49	19	21	25	41	38	26
Rate of Speed (m.p.h.)	14	11	16	15	7	17	17	22	15	15	19

However, there is evidence that workers who moved to study areas from outside the Atlanta area require a somewhat longer time to get to work than those who have moved to the study areas from other sections of Metropolitan Atlanta. This apparent inconsistency may be due to the greater familiarity of the older residents of the general area with various routes and short cuts in reaching places of employment.

The time required to get to work for many workers should be reduced considerably upon the completion of the limited-access expressway and the west by-pass now under construction (See Figure 21). Areas which should gain most from these improvements are E, F and I, although it is likely that movement from all areas will be improved with the possible exception of Areas A and B.

Many of the families who are dissatisfied with their locations have thought seriously of moving. Generally speaking, those who live fairly close to town seem to want to move farther out, and those who live quite a distance out indicate a desire to move closer to town.

A summary of intentions to move by areas shows that if all families move as they have thought seriously of doing, 47 per cent would move closer to their work, 20 per cent would move to a location about the same distance from their work and 33 per cent would move farther from their places of employment.

TABLE V

SUMMARY OF FAMILIES WHO WOULD BE NEARER TO, THE SAME DISTANCE FROM, AND FARTHER FROM THEIR WORK AFTER MOVING TO LOCATIONS THEY PREFER OVER THEIR PRESENT LOCATIONS, BY AREAS

Distance to Work	Total	Number of Families									
		A	B	C	D	E	F	G	H	I	J
About the Same	17	2	1	1	1	--	6	--	5	1	--
Closer to Work	41	4	1	--	--	--	4	--	18	4	10
Farther from Work	29	--	3	4	--	1	18	--	2	--	1
TOTAL	87	6	5	5	1	1	28	--	25	5	11

The most inconvenient areas from the standpoint of distance to work are H and J. A significant number of present residents of Area F complained that the area was too close to town.

K. How Children Get to School

Approximately 40 per cent of the school children from the study areas use public transportation in getting to school, 30 per cent go by private car or with a riding group, nearly a fourth of them walk and the remainder combine various means of transportation.

There are no children walking to school in Areas B, G, I and J, whereas more than half of the children walked from Areas D and F.

The most convenient area would seem to be the one from which school children can either walk to school or use public transportation. Nearly all children from Areas B and J use public transportation.

L. Time Required to Get to School

Public schools were not in session at the time of the field survey. Therefore, families who had recently moved into the study areas were not aware of the time required to get to school although they had determined the method of transportation to be used.

The median time to get to school for all children was about 13 minutes. About 50 per cent could get to school in 15 minutes or less. Less than one pupil in ten required over 30 minutes to get to school.

The children in Areas A, E, F and G could get to school in 10 minutes or less whereas in Areas B and D it required 20 minutes or more on the average.

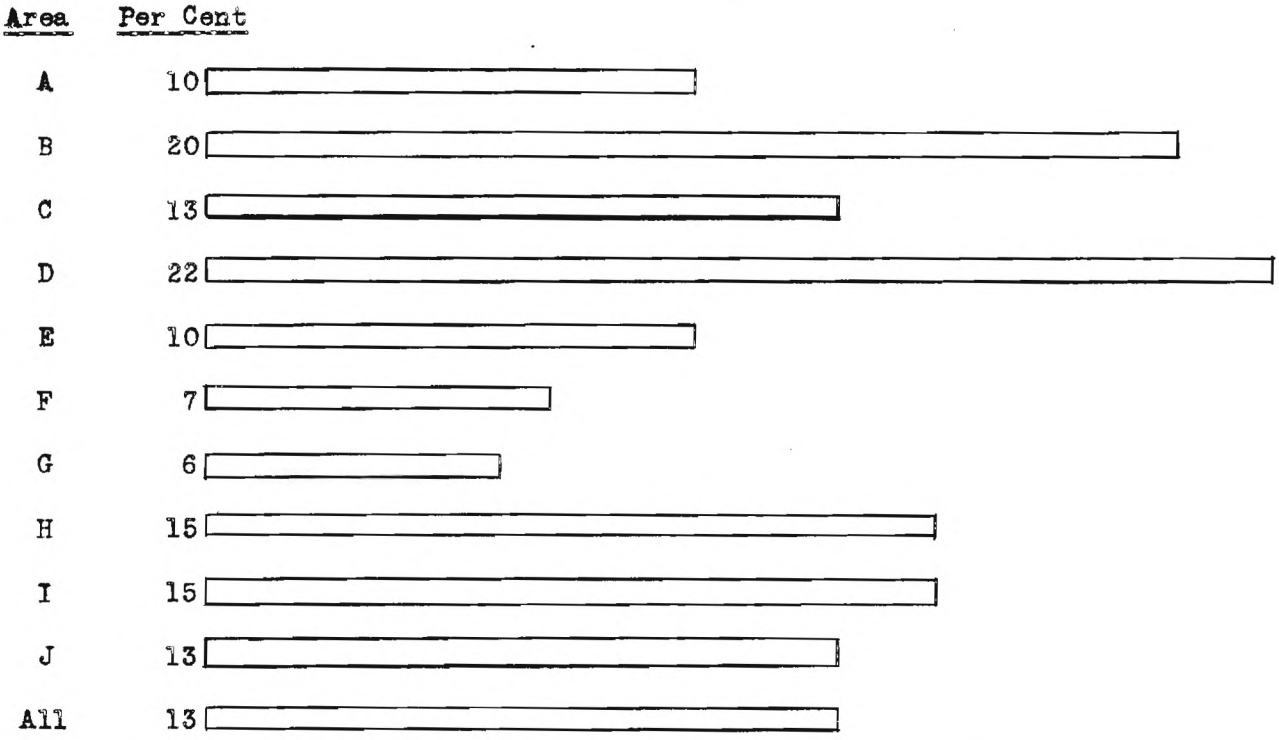


Figure 29. Median Time Required to Get to School, by Areas.

M. Distance to School

Families in the study areas were less informed about the distances to school than about the time required to get to school. Distances given are generally estimates rather than measurements.

The average distance from the study area to schools is 1.2 miles. Area F is the closest to school. Areas C, D, E and F are within one mile or less, while Area B is 4.3 miles from the nearest school.

Area	Per Cent
A	1.2
B	4.3
C	0.9
D	0.8
E	0.8
F	0.4
G	1.7
H	2.2
I	2.0
J	2.4
All	1.2

Figure 30. Median Distance to School, by Study Areas.

N. Distance to Stores (See Figure 31)

The median distance to shopping facilities is 1.0 mile. Shopping facilities are very close, less than 0.5 mile, in Areas F and J and over two miles from Areas E, H and I.

O. Transportation to Stores

Three-fourths of the families in the study areas go to the shopping centers in private automobiles. Less than five per cent use public trans-

portation and less than 10 per cent walk to the stores. Even in areas that are close to stores, most of the shoppers use private cars.

Area	Per Cent
A	0.7
B	1.7
C	1.4
D	1.2
E	2.1
F	0.4
G	1.5
H	2.9
I	2.2
J	0.4
All	1.1

Figure 31. Median Distance to Shopping Facilities, by Study Areas.

Only in Area D, where the population is predominantly Negro, is public transportation the most common method of getting to the stores.

P. Frequency of Shopping Trips

About half of the families in the study areas do their grocery shopping once a week, and about two-fifths buy more frequently. There is no apparent relationship between the frequency of shopping and the distance of the shopping center from the area.

Q. Distance to Nearest Transportation

The median distance to public transportation is just under three blocks or about one-third mile. The distance varies from less than a block in Area G to four-fifths mile in Area B.

A summary of the locational efficiency of the study areas with respect to work, shopping, school and transportation is shown in Table VI. A really convenient location is one which is reasonably accessible to all of the activities in which the family participates outside the home.

TABLE VI

SUMMARY OF FACTORS DETERMINING LOCATIONAL EFFICIENCY BY AREAS

Item	Ranking of Areas									
	A	B	C	D	E	F	G	H	I	J
Nearness to work	7	2	3	5	1	4	9	10	8	6
Nearness to shopping	3	4	5	5	8	1	7	10	9	1
Nearness to school	5	10	4	2	2	1	5	8	7	9
Nearness to transportation	6	9	2	8	4	7	1	10	5	3
TOTAL	21	25	14	20	15	13	22	38	29	19
RANKING ON TOTAL SCORE	6	8	3	5	2	1	7	10	9	4

In Table VI, the ten areas are ranked according to their nearness to basic activities. The nearest area ranks first and the area farthest away ranks tenth. Thus, the lowest total score indicates the area with the greatest locational efficiency. Areas F, E and C are nearest to the places of basic activity while Areas B, I and H are farthest away.

The suitability of an area for additional housing does not depend on locational efficiency alone. Those factors which enter into the environment of the location are, perhaps, of equal importance as previously pointed out. In Table VII all areas have been ranked according to the degree of satisfaction expressed by present residents and nearness to work

and other facilities. Satisfaction of present residents with their locations would reflect environmental factors as well as locational convenience.

TABLE VII

RANKING OF AREAS ON THE BASIS OF SATISFACTION OF PRESENT RESIDENTS AND NEARNESS TO WORK AND COMMUNITY FACILITIES, BY STUDY AREAS

Basis of Ranking	Ranking of Areas									
	A	B	C	D	E	F	G	H	I	J
Satisfaction of Present Residents	3	4	6	8	1	5	2	10	7	9
Nearness to Work and Facilities	6	8	3	5	2	1	7	10	9	4
TOTAL	9	12	9	13	3	6	9	20	16	13

On the basis of this summary, the areas which appear to be best suited for additional housing are E and F. Areas A, C and G are better than average. The poorest locations from the standpoint of location and the satisfaction of present residents are H and I.

The ranking of areas on the basis of the satisfaction of present residents and nearness to work and community facilities, as shown in Table VII, is, perhaps, the nearest approach possible to a simple formula for classifying areas.

Certain changes in the method of combining the factors might be advisable. For example, it might be better to use time required to get to work and community facilities instead of using distance as is done here. Also, it is quite possible that some factors are relatively more important than others and therefore should be weighted accordingly in the combined ranking of the areas. Whether changes are made or not, the ranking of areas as illustrated in Table VII should be most helpful in judging

the relative merits of sub-areas for additional housing. However, it should be pointed out that this method of classifying areas is based only on existing conditions and does not take into account potential changes which might alter the status of the areas.

R. Home Ownership

About 57 per cent of the families in the study areas own their homes. The rate of home ownership ranges from none in Area J, where the study was limited to a large apartment development, to 96 per cent in Area B, a single-family residential area.

Area	Per cent
A	60.3
B	96.0
C	91.8
D	83.3
E	92.5
F	12.7
G	84.6
H	9.8
I	90.3
J	---
All	57.5

Figure 32. Per Cent of Families Owning Their Own Homes by Study Areas.

S. Monthly Cost of Housing

The median monthly housing cost for all study areas was $84. The cost ranged from a low of $54 in Area D to a high of $114 in Areas E and G. The lowest median monthly housing cost for white families were found

in Area J where it was $67. In Area B it was $70.

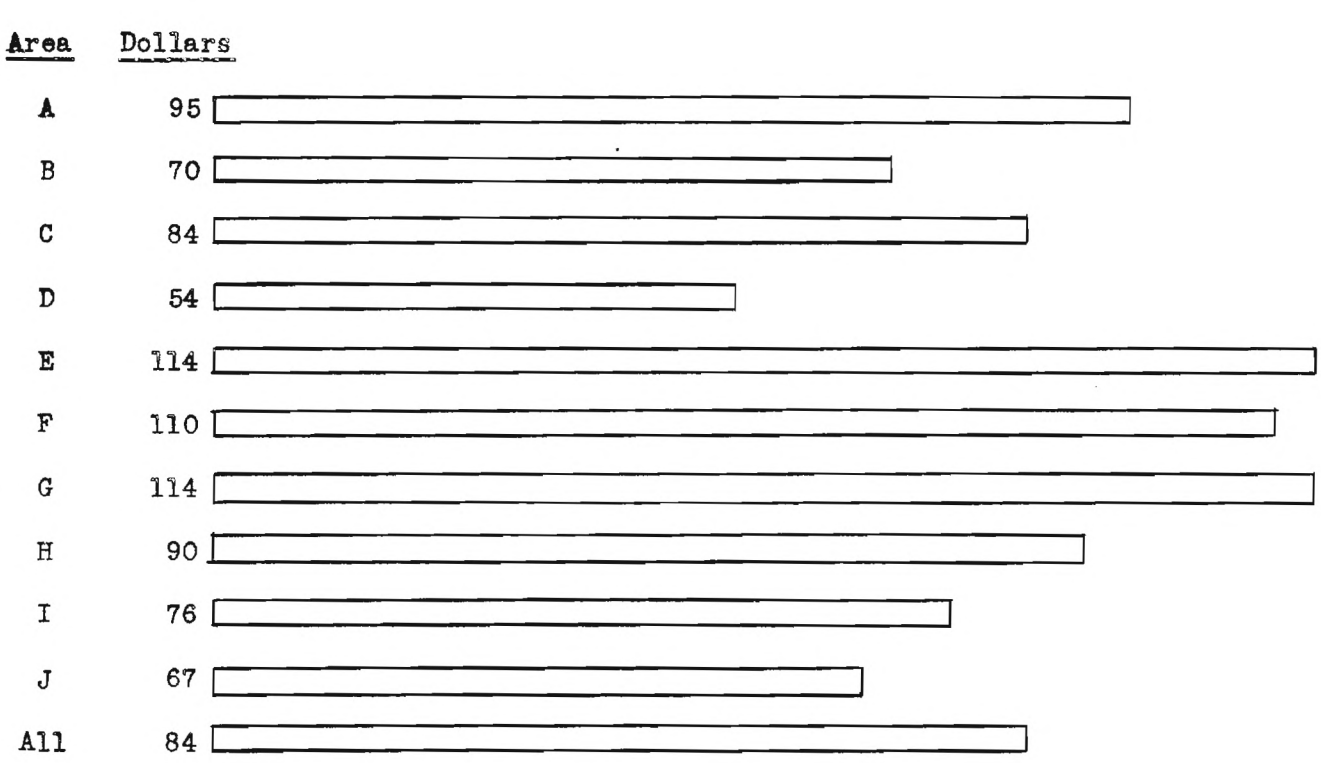


Figure 33. Median Monthly Housing Costs, by Areas.

T. Monthly Living Expenses (See Figure 34)

The median monthly cost of living for all study areas was $290. The cost ranged from $189 in Area D and $228 in Area J to high figures of $409 in Area E and $424 in Area G.

U. Ratio of Housing Costs to Total Living Costs (See Figure 35)

The median monthly housing costs were about 29 per cent of the median monthly living costs in the study areas. The ratio of housing costs to living costs ranged from a low of 26 per cent in Area G to a high of nearly 32 per cent in Area A.

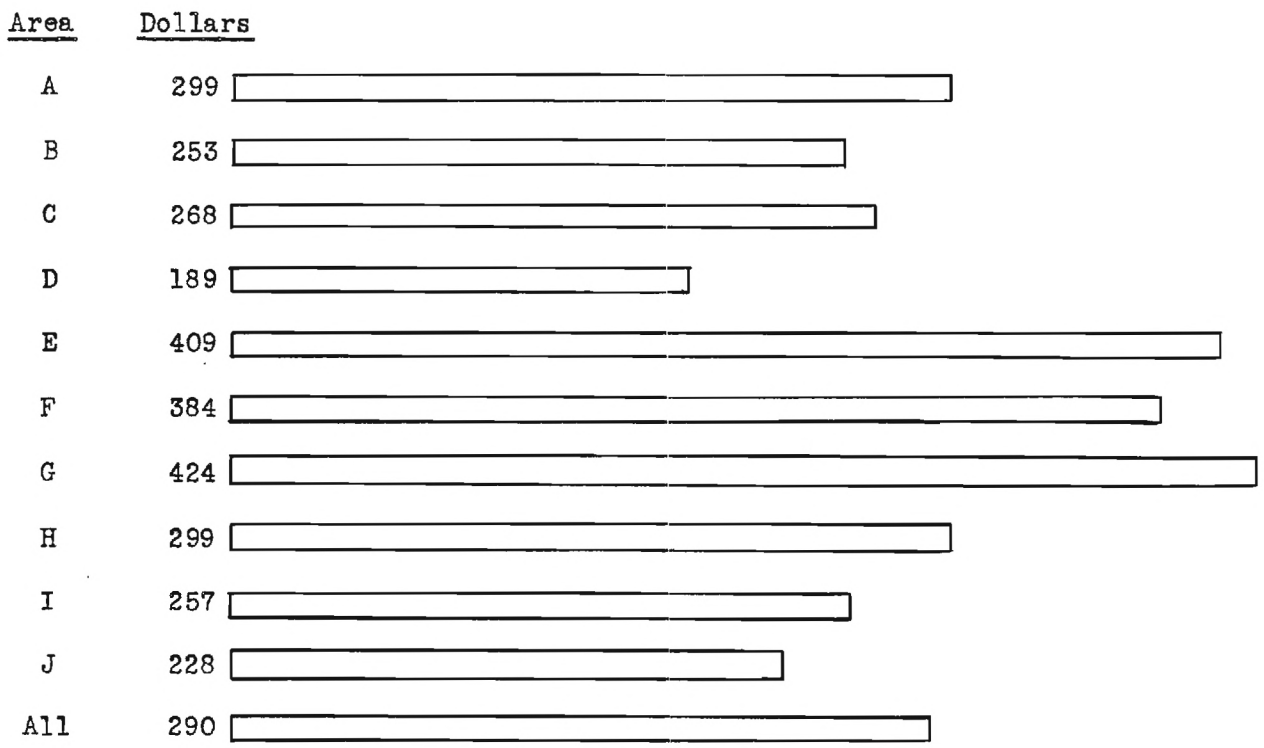


Figure 34. Median Monthly Living Expenses by Study Areas.

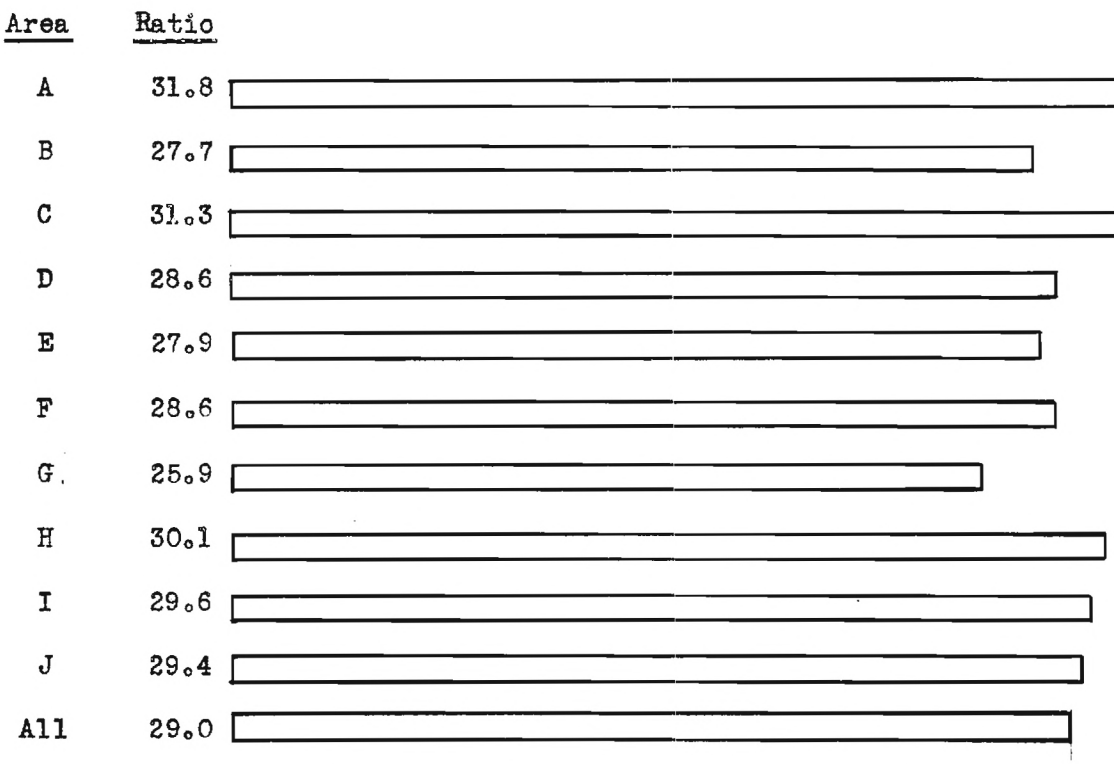


Figure 35. Ratio of Monthly Housing Costs to Monthly Living Expenses, by Study Areas.

IV. EVALUATION OF LOCAL MARKET PROSPECTS BY HOME BUILDERS AND MORTGAGE LENDERS

A. Activities of Builders and Lenders in Suburban Atlanta

A total of nine mortgage lending companies and 15 home builders were included in the sample study of the activities of these groups. All of the mortgage lenders and ten of the builders were operating in the area prior to World War II. From January, 1946 to September, 1950, the 15 builders included in the study produced 3,404 dwelling units or about 45 units annually per builder, accounting for about seven per cent of all units built in the metropolitan area during the period. (For total number of units built in the area, see Table I.) The builders included in this study are not the largest operators in the area. They are of moderate size and fairly representative of the builders who make up the organized Home Builders Association of Atlanta.

TABLE VIII

DWELLING UNITS PRODUCED BY SAMPLE BUILDERS BY TYPES, 1946-1950

Year	Total	Type of Structure	
		Single Family	Apartments
1946	541	389	152
1947	659	395	264
1948	644	500	144
1949	805	660	145
1950 (8 months)	755	536	219
	3,404	2,480	924

Mortgage lenders included in the study are local savings and loan companies which operate primarily on local capital and also mortgage

companies which have access to large amounts of outside capital.

Builders and mortgage lenders covered in the study were considerably more active in areas to the northeast and northwest of the city than in other sections of the metropolitan area. Ranking next in terms of activity are the southeast and southwest areas. The areas due east and west of the city showed the least activity.

TABLE IX

PER CENT OF BUILDERS BY SUBURBAN AREAS OF THEIR OPERATIONS, 1946-1950

Area	Per cent of Builders (In Sample)*
Northeast	67
Northwest	60
Southeast	53
Southwest	40
North	33
South	20
East	13
West	13

*Most builders operated in more than one area during the period.

The tendency for builders and mortgage lenders to concentrate generally in the northeast, northwest, southwest and southeast areas is the result of a process of filling in and rounding out the general Atlanta residential area into a more circular pattern. Prior to 1940, residential developments were well extended due north beyond Buckhead, due east beyond

Decatur, due south to Hapeville and due west for a considerable distance along Simpson Road.

TABLE X

PER CENT DISTRIBUTION OF MORTGAGE LENDERS BY AREAS OF THEIR GREATEST ACTIVITY, 1946-1950

Area	Per cent of Mortgage Lenders (In Sample)*
Northeast	90
Northwest	90
Southwest	80
East	67
Southeast	67
North	55
South	55
West	55

*Mortgage lenders commonly reported more than one most active area during the period.

The study areas are related to the more general areas used for indicating the activity of builders and lenders approximately as follows:

Study Area	Study Area
A. East	F. Northeast
B. Southeast	G. North
C. Southwest	H. Northeast
D. West	I. Northeast
E. Northwest	J. South

B. Evaluation of Areas

Preferences shown by builders and lenders do not necessarily reflect a preference for operations in any particular study area. For example, the northeast area rates high with builders and lenders, but it does not necessarily follow that study areas H and I are regarded as excellent areas of operations. The northeast is a generalized section, whereas study areas H and I are specific.

The availability of utilities has been a controlling factor in determining the location of residential building since the war. This applies to the typical home builder in the Atlanta area. Large operators who were in a position to finance the construction of several hundred units on a particular site have usually been able to get an extension of the necessary utilities even to a rather remote location.

The builders of moderate size included in the sample study reported that their decisions to build in particular areas were based on the following considerations.

TABLE XI

FACTORS ENTERING INTO SITE SELECTION BY BUILDERS BY NUMBER OF TIMES MENTIONED

Item	Mentioned by, Number of Builders
Good lots with all utilities	5
Available utilities and improvements	3
Large lots in keeping with price of house	1
Price range determines location	1
Owned property	1
Nowhere else to build for Negroes	1

(continued)

TABLE XI (continued)

FACTORS ENTERING INTO SITE SELECTION BY BUILDERS BY NUMBER OF TIMES MENTIONED

Item	Mentioned by, Number of Builders
Nearness to school, shopping, transportation	2
Not over 5-6 miles from center of city	1
Neighborhood desirability	1
Surrounding environment	1
Housing in surrounding area	1
Prefer northwest or northeast because of higher type prospects	1

It is apparent from these replies that builders have been much more concerned about the supply side of their operations than they have been over the demand. This is the natural consequence of the tight housing situation which has prevailed in the Atlanta area since the war.

The mortgage lenders give somewhat more consideration to locational efficiency in deciding which areas are good risks for further development. A summary of the replies of mortgage lenders to the question "On what basis do you decide which areas are to be good risks for further development?" is shown in Table XII.

Because of the strong demand for housing in all locations, all of the 15 builders reported their units sold or rented readily in any of the locations they had used. On the basis of their general estimate of the market more than from experience, some builders thought that a stronger than average demand existed in particular areas. (See Table XIII)

TABLE XII

FACTORS ENTERING INTO SITE SELECTION BY MORTGAGE LENDERS BY NUMBER OF TIMES MENTIONED

Item	Mentioned by, Number of Mortgage Lenders
Availability of utilities	7
Type of homes	4
Convenience to public transportation	3
Convenience to schools	2
Convenience to stores	2
Convenience to churches	2
Convenience to employment	2
Type of development in contiguous area	2
Kind of applicants for loan	1
Prices in relation to income level	1
Normal trent toward northeast	1
Price of land	1

TABLE XIII

RELATIVELY GOOD BUILDING AREAS BY NUMBER OF TIMES MENTIONED BY BUILDERS

Area	Mentioned by, Number of Builders
Northwest	3
Northeast	2
West End	1
East Point	1
South of Decatur	1

One builder who has built northwest and northeast of the city indicated that demand was somewhat stronger in the northeast than in the northwest due to the prestige carried by a northeast address.

Mortgage lenders generally continue to be most liberal in financing properties situated to the north of the city, although there are other areas which are also given preferential status. In answer to the question "In what areas do you continue to be most liberal in your lending?" the areas ranked as follows:

TABLE XIV

AREAS OF RELATIVELY LIBERAL FINANCING BY NUMBER OF TIMES MENTIONED BY MORTGAGE LENDERS

Area	Mentioned by, Number of Mortgage Lenders
Northside	8
North	2
Northeast	3
Northwest	3
Southwest	4
Southwest	2
West End	1
Cascade Heights	1
Decatur	2
East Point-College Park	1
East Lake	1

Mortgage lenders generally will consider making a loan on property situated anywhere in the city of Atlanta. There are exceptions. One company has an established policy of avoiding loans in slum areas which might be cleared for low-rent public housing or for redevelopment under

the slum clearance and urban redevelopment program. Another company does not make loans on properties in areas where there is a liklihood of racial tension.

Relatively, the lending companies are more strict in making loans in some areas than in others, quite apart from any considerations of racial tension or slum clearance. In the main, the companies are more strict in lending on properties in the older sections of the area.

At the time of the survey, there was no evidence of a lack of ability to finance mortgages in any of the study areas. There was, however, a definite tendency for lending companies to tighten up on appraisals and to reduce the loan to appraised value ratio.

Four of nine mortgage lenders took steps to restrict loans generally during a period of six months to a year preceding September, 1950. These restrictions, on the part of the lenders, were attributed to F.H.A. restrictions, danger of greater government control, belief that the supply of housing was nearing the demand level at the prevailing prices, and more selective home buyers. The tightening of loan policies was of general application and did not apply to properties in special areas.

C. Types and Sources of Information Useful to Builders and Lenders

The ability to judge the value of an area for residential purposes is difficult to explain. Builders and mortgage lenders themselves find it difficult to state precisely what elements enter into such a judgment. As in other occupations, decisions appear to come out of an accumulation of experience and trial and error, by which operators get a "feel" of the situation. Nevertheless, these operators do try to reduce the probability of error by the use of information and disinterested opinions which are available to them in the Atlanta area.

Some of the principal sources of information used are shown below.

TABLE XV

SOURCES OF MARKET INFORMATION USED BY NUMBER OF TIMES MENTIONED BY BUILDERS AND LENDERS

Source	Per Cent Using Sources	
	Builders	Lenders
Atlanta Transit Company	7	--
Bureau of the Census	--	22
Bureau of Labor Statistics	--	11
Chamber of Commerce	7	44
Department of Public Works, Fulton County	7	--
Federal Housing Administration	20	44
Fulton County Planning Commission	7	--
Metropolitan Planning Commission	20	44
Veterans Administration	--	11

Two-thirds of the builders and 22 per cent of the mortgage lenders do not make use of market information from the sources listed. Insofar as builders and lenders are concerned, it appears that much remains to be done in producing and interpreting information which will be helpful in determining locations for additional housing.

In general, the lenders make much greater use of available data than the builders. This difference is no doubt due in part to the time risk which is generally short for the builder and long for the mortgage lender.

The need for additional information in determining locations is shown in the response to the question "Assuming there will be a demand

for more housing in the Atlanta metropolitan area during the next two or three years, what information would be helpful to you in deciding in which sub-areas to build?" Replies to the question were as follows:

TABLE XVI

ITEMS OF LOCATIONAL MARKET INFORMATION BY PER CENT OF BUILDERS AND LENDERS CONSIDERING THEM USEFUL

Item	Per cent Considering Item Useful	
	Builders	Lenders
Vacancies by sub-areas	47	67
Time required after completion to sell new homes, by sub-areas	40	77
Changes in selling prices or rental rates for new housing, by sub-areas	27	67
Record of number of units being built by various sub-areas by months	40	77
Data on new industries, and the number of people to be employed	40	77
Data on transportation, present or proposed	67	22
Data on schools, present or proposed	67	11
Data on churches, present or proposed	20	11
Proposed extension of utilities	--	22
Proposed location of community centers	--	11
Proposed new roads or improvements of existing roads	--	11
Data on availability of lots with utilities	--	11

In interviews with builders, the first eight items were mentioned by the interviewers whereas only the first five items were specifically mentioned in interviews with mortgage lenders.

There is clear evidence that not only do lenders make greater use of available market data than do builders, but also the lenders indicate a greater need for additional information which is not now readily available.

It is difficult to focus the attention of builders and lenders on the problems of a normal housing market when the market has been abnormal in the Atlanta area for a period of perhaps ten years. For nearly a decade the supply of housing has been short of the demand at prevailing prices. During this period new housing has sold or rented readily, largely without regard to location. Therefore, the relative locational efficiency of new housing has not really been put to the test which will come with a normal demand-supply relationship.

At the time of the outbreak of war in Korea, many people close to the local housing situation believed that the supply of housing was approaching the demand at prevailing prices, and that a continuation of new construction at the rates of recent years would soon result in concessions from builders, price cutting, and a substantial number of vacancies.

The outbreak of war in Korea and the decision of the government to build up armaments on a large scale have had the effect of again deferring a normal demand-supply relationship in the local housing market.

D. Additional Information Desired by Builders and Lenders

Both builders and lenders, particularly mortgage lenders, feel that certain additional information would be helpful in selecting locations for new housing, despite the current strength of demand.

All of the items of information mentioned by them, either voluntarily or at the suggestion of interviewers, have an obvious relationship to the strategic location of new housing. Some items apparently ranked

higher than others. Taking the opinions of both builders and mortgage lenders the most helpful items of information would be a record by sub-areas of: (1) vacancies, (2) time required to sell homes, (3) number of units being built, and (4) new industries. Almost of equal importance to these are: (5) transportation, (6) schools, and (7) price cutting by builders.

The success with which these items of information could be collected in a typical housing market area would depend upon the degree of cooperation obtainable between the research group and all of the local builders, lenders and real estate operators.

Without a doubt, the information could be of valuable assistance in the selection of locations.

1. Vacancies by sub-areas

Vacancies provide the ultimate proof of an excess of housing, at least of the type of housing that is vacant. From the standpoint of the over-all market, a reasonable vacancy ratio of three or four per cent is considered desirable. The ratio of vacant to total units in the Atlanta area in 1940 was about 3.5 per cent. Builders and lenders anticipate a certain number of vacancies, but they always hold out the hope that there will be none in their particular properties. Furthermore, these operators are generally aware of the rapidity with which a reasonable vacancy ratio can change into an excessive ratio with heavy losses to the risk takers.

Information on vacancies in many of the larger cities has been available from time to time from the Bureau of Labor Statistics and the Bureau of the Census. For example, a sample study by the Bureau of Labor Statistics reported a gross vacancy ratio of 1.2 per cent for the Atlanta area in February, 1950. This vacancy ratio is low, but just how low it

is difficult to say. It is less than one-third of the vacancy ratio of 1940, but somewhat higher than the lowest ratio during World War II.

Vacancy ratios reported by the Federal agencies are for the entire city, the urbanized area, or for the metropolitan district. Such information is of little assistance to a developer in the selection of a site for additional housing. It reflects only an over-all quantitative relationship between the total dwelling units and the total occupied dwelling units. A vacancy ratio for the sub-areas in which he proposes to build, however, should be very helpful. Such sub-areas could be census tracts, combinations of census tracts, communities, or other convenient areas. In order to be most helpful the vacancy ratio must be broken down at least between apartment units and other types of housing.

2. Time Required After Completion to Sell New Homes, by Sub-Areas

This index of the strength of demand rests on the assumption that the longer it takes to sell new units the sooner the time will come when they will not sell at all, without concessions from sellers. It is a difficult index to compile and interpret because of the variable policies of sellers in pricing houses.

In a strong seller's market, some sellers may purposely set a high price on houses with the expectation that a considerable time will be required to dispose of them. Other sellers at the same time may be pricing homes so as to include a more modest profit and selling them readily upon completion.

In any suitable statistical area, however, the general pricing practices of builders would likely be such as to make this particular index a significant one in measuring the intensity of demand.

3. Record of Number of Units Being Built in Various Areas, by Months

This index would constitute the same kind of warning signal as the three previously mentioned. Those three reflect qualitative aspects of the market whereas the number of units being built, taken alone, shows only quantitative additions to the supply. This latter index of demand probably should be used in conjunction with one or more of the qualitative indices.

For example, a builder might reason as follows: if a particular area has absorbed readily 1,000 additional dwelling units without concessions from builders and with only a normal disposition period, the area would probably absorb an additional 50 or 100 houses without much risk of over-building. However, if an area had readily absorbed only 100 new homes under similar circumstances, the builder would not have the same assurance that an additional 50 or 100 units would not over-build the area.

4. Data on New Industries and Prospective Employment

Basic to any housing market analysis is the proposition that comparatively good employment opportunities attract additional population and stimulate population growth. These, in turn, increase the demand for housing.

The volume of housing required in a large area such as a metropolitan area would be closely related to the volume of employment in the large area. No such relationship exists, however, between employment and housing in smaller portions of a housing market.*

For many years the trend in large cities has been for workers to reside farther and farther from their places of employment. People who are

- - - - -

*A modification of this general proposition is necessary in resort or other areas where the non-working population is normally large.

prospective buyers of new housing are willing to spend a substantial amount of money and time in getting to work if they are thereby able to live in the kind of neighborhood and environment they consider good.

Nevertheless, there is a general relationship between employment and the demand for housing by locations. An increase in employment to the north of the city would tend to increase the demand for housing on the northside, but not necessarily close to the newly established sources of employment.

The locational convenience of a residential area with respect to work places is determined not only by distance but also by transportation facilities, both public and private. In the Atlanta area, it seems that additional employment at any point tends to increase the demand for housing within an area about 30 minutes or less traveling time away from that point. Since housing is selected on the basis of many joint considerations, it is difficult if not impossible to isolate the influence of proximity to employment from all other considerations. Information on new sources of employment would be useful, however, to builders in appraising locations for additional housing.

5. Public Transportation

In general, public transportation follows after residential developments rather than precedes them. The use of private transportation is so widespread in the newer residential developments that public transportation serving them is, as a rule, only fair to poor. This does not imply any failure on the part of transit companies, but rather points up a simple economic problem of getting a volume of traffic which will make public transportation profitable in the newly developed areas.

Certainly, builders and lenders should have a full knowledge of the transportation facilities that are available with respect to a given loca-

tion. It is likely, however, that efficient public transportation will continue to lag behind extensions of the residential areas.

6. Elementary Schools

A nearby elementary school usually enhances the value of an area for residential purposes. This is particularly true if pupils can walk to school, without crossing a major traffic artery. At any one time, however, only about half of the potential home buyers have children of school age. Thus, while restricted, there is a market for housing which is not conveniently situated with respect to schools.

The use of school busses has widened the area to which a given school is conveniently situated.

From the standpoint of the builder or mortgage lender, complete information on existing and proposed schools would appear to be an elementary requirement for judging residential locations.

7. Changes in Selling Prices or Rental Rates of New Housing, by Sub-Areas

If houses will not sell or rent at prevailing prices the normal method of bringing in additional buyers is to lower prices. The lowering of prices is not conclusive proof of a surplus of housing in the area. It is, rather, strong evidence that at prevailing prices there is a surplus of housing.

The significance of price concessions depends much on the price level from which concessions are made. As buyers bid for housing, they are not concerned with the costs which sellers have incurred in producing the housing. They bid on the basis of what they feel the housing is worth to them. If builders or owners reduce selling prices or rental rates from levels which are highly profitable to levels which are only moderately

profitable, a weak demand is not indicated, but a weakening in the demand is indicated. However, if selling prices or rental rates are reduced from a level that is only moderately profitable to a level which results in a loss to the builder or owner, a reasonable conclusion is that no further building of that type of housing should be done in that area until the demand-supply relationship changes in favor of the builder.

Professional builders and lenders are in a position to judge whether price concessions in an area show a weak demand, a weakening demand, or merely an adjustment of individual excessive prices to the general prevailing price level. Therefore, changes in selling prices and rental rates either up or down would be valuable information for builders and lenders in selecting particular sites. This information is not now available.

V. ANALYSIS RECOMMENDED FOR LOCAL GROUPS

The present study has not disclosed any single and infallible method of projecting locational housing demand for a period of two or three years. That is to say, no procedure has been devised which results in a qualitative housing demand measurement which would substitute altogether for the judgment of experienced developers in the selection of locations.

In order to project housing demand by sub-areas, it is first necessary to project the factors which influence locational housing demand such as sites of new employment opportunities, extensions of utilities, additional elementary schools, new shopping centers and improved transportation. Within limits, this can be done, although it is a difficult task and no method has been devised to fit the numerous factors into a formula which will yield a dependable qualitative answer in terms of future housing demand.

Nevertheless, it is believed that certain techniques can be recommended which will produce the kind of information that will facilitate the selection of good locations by builders and developers. The activities recommended are thought to be reasonable in any metropolitan area from the standpoint of time requirements and cost. They may be regarded as proper functions of organized home builders, subdivision developers and mortgage lenders. Home builders have probably made less use of consumer interviews than any other important group of producers of consumer goods. A local study of the attitudes of consumers is regarded as essential in appraising locations for additional housing.

A. Type of Analysis Recommended

The following types of analyses are recommended.

1. Divide the entire housing market area into sub-areas for study

purposes. The sub-areas may be established areas such as census tracts or minor political subdivisions, or they may be new areas. Sub-areas should include all undeveloped land which is zoned for residential use or which is thought to be suitable for residential development.

2. Interview residents now living in each of the areas to appraise the sub-areas from the consumers point of view. Because of the dynamic character of the housing market, the consumers study should be a continuing study. An area should be re-studied whenever important changes occur which might affect the suitability of the area for additional housing. Perhaps all areas should be studied as often as biennially, to keep up to date the relative desirability of all sub-areas.

In order for the consumer study to be valid, there must be some population residing adjacent or near to land which is available for development. The assumption is that the advantages or disadvantages for residents of a location will also be advantages or disadvantages to families who may occupy additional housing adjacent or near to present residents of the sub-areas.

To impute to an undeveloped area the locational characteristics of a developed area probably would be a mistake if any considerable distance separated the two areas. For this reason, sub-areas should not be too large. No rule of thumb can be laid down for the size of an area, but care should be taken to assure that the locational convenience in the proposed new area is approximately the same as that in which consumers were interviewed in order to judge the new location.

3. Establish a central point for the collection and dissemination of locational market data which will reflect the status of the various sub-areas.

B. Phenomena to be Observed

1. Consumers Interview

(a) type of dwelling

(b) size of household

(c) duration of occupancy

(d) prior residence

(e) reasons for leaving prior residence

(f) degree of satisfaction with location

(g) things families like about present locations

(h) things families dislike about present locations

(i) intentions to move

(j) areas to which families would move from present locations

(k) monthly housing costs

(l) monthly living expenses

2. Central Information Center

(a) new residential construction, by sub-areas

(b) vacant units, by sub-areas

(c) transportation facilities and proposed changes

(d) school facilities and planned additions

(e) time required to dispose of new units through rental or sale, by sub-areas

(f) water and sewer facilities and planned extensions

(g) prospective additional employment, by location

(h) zoning and changes in zoning, by sub-areas

C. Sources of Suggested Information

The Bureau of Labor Statistics provides a possible source of data concerning new residential construction, vacancies, and time required to dispose of new housing, by sub-areas. Builders and lenders feel the need

for this kind of information and some enlargement of the field work now being carried on by the Bureau might readily produce it.

An alternative is to get the location of new residential construction from building permits, and vacancies and time required to dispose of new housing from real estate firms and builders operating in each of the sub-areas. In connection with all three of these items, Federal Housing Administration records would be helpful for those developments with Federal Housing Administration financing.

Information on present and prospective transportation, school, water and sewage systems would come from the respective governmental departments or operating companies.

Prospective additional employment by sub-areas would be obtained from the Industrial Division of the Chamber of Commerce or the local development board.

Zoning and zoning changes would come from the planning or zoning commission.

All of the data under the consumers study will, of course, come from a field survey in which a sample of households in each sub-area is interviewed.

The size of the sample will vary with the number of households in the sub-area. If the sub-area is sparsely settled it might be desirable to interview all households. If there are several hundred families, the proportion interviewed can be scaled down accordingly. It is believed that a minimum sample of 25 interviews taken from families living near the vacant land in a sub-area will give a satisfactory qualitative estimate of the locational aspects of the vacant land.

Suggested Consumer Interview Form

1. Address of respondent

2. Type of dwelling
   single-family, apartment, other

3. How many persons live in this dwelling unit?

4. How many automobiles do you have?

5. How long have you lived here?
   under 1 year, 1-4 years, 5 years and over

6. Where did you live before moving to this location?
   in central city -- north, south, east, west
   in suburban area -- north, south, east, west
   outside the local area

7. Why did you move to this location?

8. Are you pleased with your present housing accommodations?
   yes, no

9. Are you entirely satisfied with this location?
   yes, no

10. What things do you like about this location?

11. What things do you dislike about this location?

12. Have you any plans to move from your present location?
    yes, no

13. In this general area, what location would you prefer over your present location?

14. How much do you spend each month for housing?

15. How much are your total living expenses each month?
    (excluding savings, personal insurance and investments)

Recommended Table Forms (Consumer's Survey)

SAMPLE TABLE I

DISTRIBUTION OF FAMILIES, BY SUB-AREAS

1 - Type of Dwelling	Total	Families by Areas A	B	C	--	--	Etc.
Single-Family							
Apartment							
Other							
TOTAL							
2 - Persons per Family							
One							
Two							
- - - -							
Six or more							
TOTAL							
3 - Number of Automobiles							
None							
One							
Two							
Three or more							
TOTAL							
4 - Length of Tenure							
Under 1 year							
1 - 4 years							

(continued)

SAMPLE TABLE I (continued)

DISTRIBUTION OF FAMILIES, BY SUB-AREAS

Length of Tenure	Total	Families by Areas					
		A	B	C	--	--	Etc.
5 years and over							
TOTAL							
5 - Prior Residence							
Central City							
North							
South							
East							
West							
Suburban							
North							
South							
East							
West							
Outside							
TOTAL							
6 - Reasons For Moving							
- - - -							
- - - -							
- - - -							
- - - -							
TOTAL							

(continued)

SAMPLE TABLE I (continued)

DISTRIBUTION OF FAMILIES, BY SUB-AREAS

		Families by Areas					
7 - Likes Mentioned	Total	A	B	C	--	--	Etc.
- - - -							
- - - -							
- - - -							
TOTAL							
8 - Dislikes Mentioned							
- - - -							
- - - -							
- - - -							
TOTAL							
9 - Intention to Move							
Plan to move							
Do not plan to move							
TOTAL							
10 - Locational Preference							
- - - -							
- - - -							
- - - -							
TOTAL							

(continued)

SAMPLE TABLE I (continued)

DISTRIBUTION OF FAMILIES, BY SUB-AREAS

		Families by Areas					
11 - Monthly Housing Costs	Total	A	B	C	--	--	Etc.
- - - -							
- - - -							
- - - -							
TOTAL							
12 - Monthly Living Expenses							
- - - -							
- - - -							
- - - -							
TOTAL							

In addition to these straight tabulations of the data which will give a good picture of the relative standings of the various sub-areas according to present residents, numerous revealing cross tabulations are possible; for example, a cross tabulation of families who complained about inadequate transportation and families by number of automobiles as illustrated by Sample Table II might show that families with private transportation get along rather well without public transportation.

D. Techniques of Analysis and Interpretation

The suggested studies are primarily concerned with location. Therefore, all data, insofar as possible, should be put on maps. Except for very large areas, it may be feasible to put all pertinent information on the same base map.

SAMPLE TABLE II

FAMILIES MENTIONING INADEQUATE TRANSPORTATION BY NUMBER OF AUTOMOBILES, BY SUB-AREAS

Number of Automobiles	Total	Number of Families Mentioning Inadequate Transportation					
		A	B	C	--	--	Etc.
None							
One							
Two							
Three or more							
TOTAL							

The base map should be large enough to show clearly all sub-areas into which the housing market has been divided. A double line street map is preferable.

Locational factors which change slowly would be made a part of this base map. These items include transportation, water, gas, and sewer lines, schools, shopping facilities and zoning regulations.

Other information which changes more frequently could be shown on a removable card which would be hung in the appropriate sub-area on the map or placed outside the sub-area and keyed to it with an indicator such as a line or string. Data on the removable cards would include:

(1) The per cent of present residents in the sub-area altogether satisfied with their locations;

(2) New residential construction;

(3) Time required to dispose of new units; and

(4) Vacant units.

Item (1) would be based on the lastest consumer survey, and (2), (3) and (4) would be for the last reported month.

In addition to these four items which would be kept up to date, other significant market developments could also be mentioned on the cards as they occurred although they might also be made a part of the base map. Other developments would include important changes in zoning, prospective employment, or community facilities such as schools, transportation, shopping or utilities.

In addition to the visual presentation of material on the base map and data cards, there should be a file on each area which will contain all other data collected on each of the sub-areas. The information on file should be kept from period to period so that the historical development of each sub-area will be a matter of record.

It is apparent from the nature of the suggested procedure that sub-areas and studies will be in an ever expanding market area as the housing supply increases. As previously studied sub-areas become fully developed, new and probably more remote sub-areas will be established in order to have under study continuously all of the undeveloped areas which are prospective areas for housing developments.

E. Local Groups and Locational Housing Market Studies

It is assumed that studies would cover the housing market area and many sub-areas in order than any location could be readily checked for locational characteristics by interested persons.

From the nature of the studies it seems that they should be a joint venture of all the local groups that engage in the selection and development of residential locations. In order to be successful, the studies would require organized, articulate, and continuous support from home

builders and mortgage lenders. Cooperation must be obtained from all local agencies, both public and private, which control the elements that enter into locational values.

In most areas the studies probably should be the official and financial responsibility of organized home builders and mortgage lenders. The direct responsibility for getting work done could well be assigned to the appropriate Market Research Committee from these two organizations. Such a committee should be small, with perhaps five members including the executive secretaries of the two groups.

Local circumstances will determine whether the actual research work should be undertaken by an augmented staff of the home builders association or an augmented staff of the mortgage lenders association. In general, it is recommended that the work be done by the staff of the mortgage lenders association due to the continuing risk inherent in mortgage operations and because the typical lending institution operates on a rather large scale.

F. Estimates of Cost of Locational Housing Studies

It is recommended that the locational housing studies be integrated into the existing related activities of mortgage lenders, in order to take advantage of joint costs and to avoid setting up another separate operation. It is recognized, however, that the amount of work to be done is substantial and that additional staff will be required. Space and equipment also will be needed. Costs will vary from city to city but the following regular operating budget is believed to be reasonable for a city of 500,000.

Staff

Director of Market Research (half-time)	$4,000
Secretary (full-time)	$2,400

Operations

Rent and utilities	900
Supplies	600
TOTAL	$7,900

Furniture and equipment, a non-recurring item, would be approximately $1,000. Temporary personnel would be required for consumer's surveys and a fair rate for these workers would be about $.50 an interview. In a city of 500,000 population, there might be as many as 100 sub-areas for study. If an average sample of 25 interviews is taken in each area, the total cost of the field work would be $1,250. Two additional office workers at about $200 a month would be required for approximately four months to assist in the analysis of consumer interview data. Thus, to make an initial study of 100 sub-areas and pay the operating expenses of the recommended program the first year would require about $11,350. Joint costs and contributions in kind might materially reduce the cash cost of the operations.

After the first year, the total cost of the program should be well under $10,000.

With the present study as a guide, it may be possible for the present office staff of the mortgage lenders organization to carry out the suggested research program without any substantial increase in the present

operating budget. This is most probable where the executive director is competent to give over-all supervision to the work.

Respectfully submitted:

Maurice R. Brewster,
Project Director

William A. Flinn,
Assistant Project Director

Approved:

Gerald A. Rosselot, Director
State Engineering Experiment Station

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A. INVESTIGATION PROCEDURES

1. Organization

In planning for the execution of this project, it was contemplated that the project group should be made up as follows:

1 - Project Director, engagement for six months, part-time

1 - Assistant Project Director, engagement for three months full-time, three months part-time

1 - Secretary, engagement for six months, full-time

4 - Field workers, engagement for three months, full-time

As events actually worked out, however, this organization had to be changed somewhat. For the period of planning and active data accumulation the above schedule applied, with the exception that three field workers were used instead of four. In the tabulation and analysis stage, it was found necessary to supplement the clerical staff on a part-time basis, using up to four additional assistants. In the final stages, an additional typist was required and also a technical assistant was employed to assist in the preparation of the many charts and figures included in the report. In view of the relatively simple function required of the clerical assistants, it was possible to make use of university students on a part-time basis. As a result, the number of persons employed under the project totaled 15, with as many as nine persons employed concurrently for a brief period of time.

Due to the dynamic nature of the housing market, particularly during the period covered by this study, it was found that maintenance of a flexible organization was imperative. From the standpoint of economy, therefore, it is fortunate that ample and competent part-time assistance was available through the Georgia Tech Placement Office.

In the preparation and reproduction of charts and maps, the resources of the State Engineering Experiment Station Photographic Laboratory were drawn upon, and this agency also handled the printing of the final report.

2. Sources of Information

Basic data for this investigation were derived from a number of sources. In the initial stages of the research, information on the number and location of specific residential projects was obtained from the Atlanta Metropolitan Planning Commission. The U. S. Department of Commerce, Bureau of the Census and the U. S. Department of Labor, Bureau of Labor Statistics were valuable sources of data covering both past and current periods.

The Atlanta Metropolitan Planning Commission provided a wealth of basic data regarding local conditions and facilities, without access to which the scope of this project would have been materially reduced. The Fulton County Planning Commission, the DeKalb County Engineers' Office and the Atlanta Chamber of Commerce were also found to be valuable aids.

In addition to the above, the Georgia Power Company, the Southern Bell Telephone and Telegraph Company, the Atlanta Transit Company and the Suburban Coach Company, Inc. all contributed freely of their time and such pertinent data as they possessed.

The Home Builders Association gave its whole-hearted cooperation in the development of information relative to activities of local builders and their methods of financing residential construction.

In an effort to take advantage of the full resources of this organization, a committee was appointed to study the problem posed by this investigation and lend its advice and support in the development of all

possible information bearing on the project. As a result of the support of this committee, the survey of builders and lenders was greatly facilitated.

Many individuals also contributed freely of their time and information in discussing the problems of local housing demand. Among this group were realtors, real estate appraisers, public officials, bankers and building material dealers.

3. Methods of Collection and Processing of Information

At the inception of the investigation, a list of potential sources of data was made. Some of these sources had already been investigated by the Atlanta Metropolitan Planning Commission and, where applicable, the data were made available for this study. Special tabulations of housing data were obtained from the Washington office of the Bureau of the Census. All other sources were investigated personally by project personnel.

Personal conferences were held with many individuals connected in some way with the problems of residential locations and in each case queries were made relative to sources of information that might be available on the subject both generally and from the point of view of local conditions. Source suggestions ranging from the names of other individuals to specific recorded data were obtained in this way.

Upon reaching the decision to tap primary sources by taking samples of consumers and builders in the Atlanta area, each member of the basic staff submitted tentative questionnaires designed to elicit the type of information sought.

These tentative questionnaires were then combined and each question discussed in an effort first to reduce the length of the final questionnaire and, secondly, upon general acceptance of a question as being valid

and desirable for use, framing the questions briefly and clearly so as to encourage uniformity of response. In its final form (see Form 10) the consumer questionnaire consisted of two letter sized mimeographed pages containing identification entries and 14 questions, most of which could be answered by placing a check mark in the appropriate space provided.

In conducting the consumer survey, it was decided to limit the sample to five per cent of the residences in each selected area, and a sample was sought at every 20th unit. In the event the occupants were not at home when called upon, the adjoining unit was sampled instead. All samples were taken between August 18 and September 12, 1950.

While in the process of making the survey, it was decided to employ a standard punch card system in tabulating the results. A standard, 5 x 8, double-row card was considered suitable for the purposes intended. Upon completion of the survey, the questionnaire was coded in such a way that answers could be punched on the cards. After completing the task of punching out answers on the cards, a tabulation of the results was possible. Figure 36 illustrates a card on which coded answers have already been punched.

Analysis of the results of the consumer survey was greatly facilitated through use of the punch card system, since cross tabulations and comparisons were relatively simple and rapid. Tabulation and analysis would have been facilitated even more had the questionnaire been designed with this specific end in view. Unfortunately, however, the decision to use the punch card system was reached after the sample was in the process of being taken.

For the survey of builders and mortgage lenders, the preparation of the questionnaire followed the method outlined for the consumer survey.

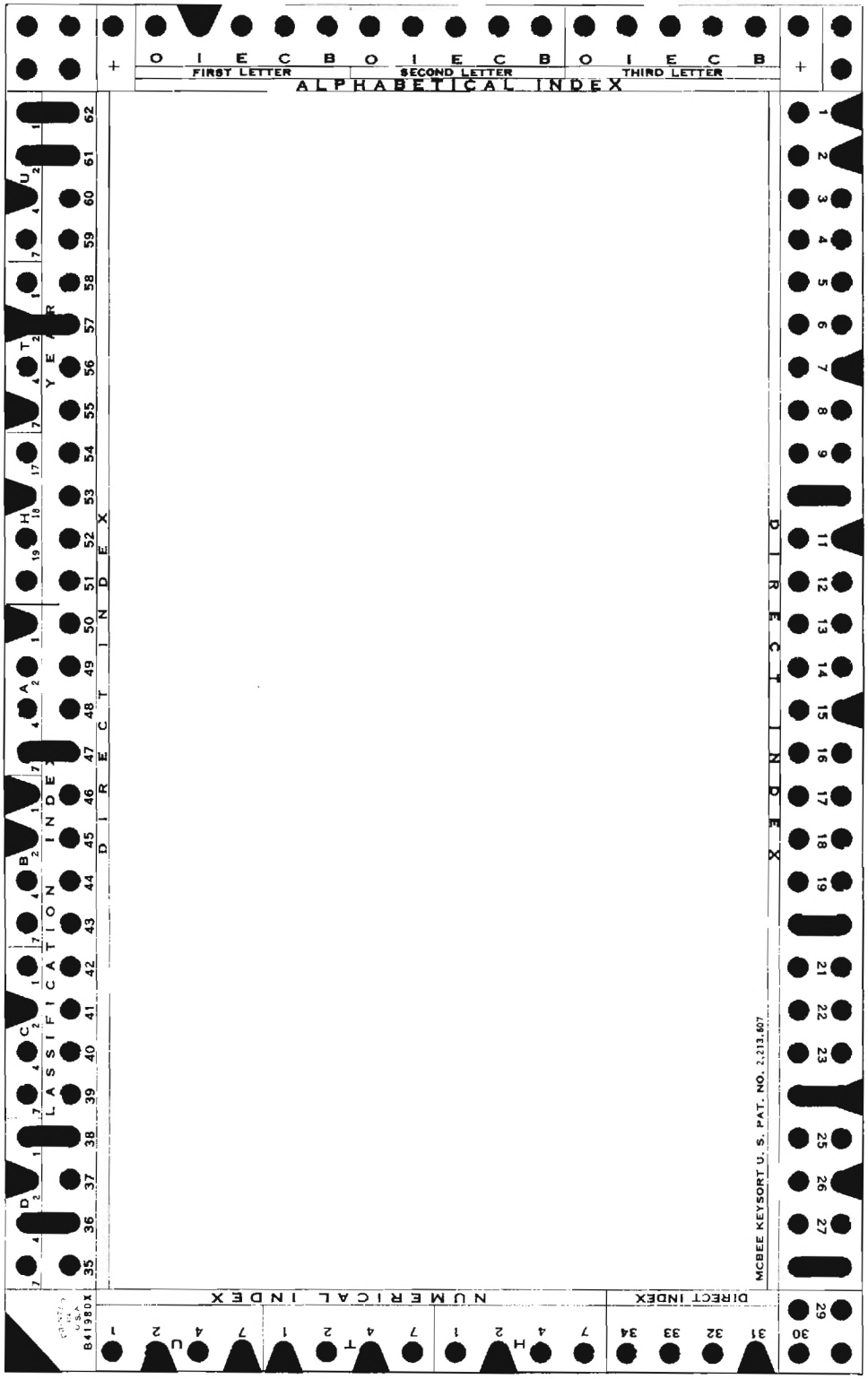

Figure 36. Specimen of Punch Card Used in Tabulating Results of Consumer Survey.

Due to the small size of the sample in these cases, however, it was not considered necessary to translate the results to the card system.

B. INSTRUCTIONS TO INTERVIEWERS AND SPECIMEN QUESTIONNAIRES

The forms used in the various surveys are presented together with the instructions which were given to the interviewers. These instructions were presented informally, partly orally and partly in writing, in an effort to clarify the general objective of the questionnaire as well as to assure uniformity in the interpretation of questions.

Area Study Instructions - To Accompany Study Area Base Maps

Since this is an experimental study, the following outline is given only as a guide to the type of information desired about each study area. It should be supplemented wherever good judgment indicates the desirability of including other information.

1. General description of the area
   - (a) General land use, present and historical (derive from observation and from conversation with builders and inhabitants when possible)
   - (b) Boundaries and relation to Atlanta, other towns or non-residential functional areas
   - (c) Public transportation facilities
   - (d) Primary utilities, such as water, gas, electricity, sewerage
   - (e) Community facilities, such as schools, churches, shopping (grocery, drugs, hardware, service) and industrial and recreational areas
2. General description of residents
   - (a) Apparent age group and family status
   - (b) Race and occupation
   - (c) Income status and standard of living
3. Barriers to residential expansion
   - (a) Industrial and commercial development
   - (b) Institutions of various types

(c) Topography

(d) Estates, speculative withholdings, etc.

4. Description of recent residential additions

(a) Number of units (distinguish between units completed and ready for occupancy and those in process of construction)

(b) Class of dwellings and price range

(c) Number of vacant units (ready for occupancy but unoccupied)

Suggested Procedure

Go directly to the study areas and ride the tentative boundary first, then all streets in the area. While one drives and observes, the other should make special note of the following:

(a) variations from the base map in street names and locations

(b) street numbers at the area boundary when streets extend outside the study area

(c) commercial locations and nature thereof

(d) location of churches, schools and other public institutions

(e) any other information called for in the preceding outline.

After riding the area completely, procede on foot for close inspection where necessary. Talk to residents and to builders or construction foremen to develop data desired. Where desired information is not obtainable in the field, make a note to try other sources.

B. INSTRUCTIONS TO INTERVIEWERS AND SPECIMEN QUESTIONNAIRE (Continued)

Consumer Survey Instructions - To Accompany Form 10

Georgia Tech, through the State Engineering Experiment Station in cooperation with the Atlanta Home Builders' Association, is making a study of various local neighborhoods in an effort to determine the factors most important to the resident in his evaluation of residential location. For instance, what are the things about a neighborhood that people living there find attractive or unattractive? It is felt that if these factors were known, better community planning would be possible and housing could be provided in the right locations in the quantities necessary to meet residential demand.

In your particular sub-area attempt to get an interview at every 20th dwelling, or one adjacent thereto. If the respondent appears to be in a hurry or does not wish to cooperate, do not press the issue but make another contact at the nearest unit.

"Number in family" refers to the number residing in the home.

Questions 4 and 5. Do not suggest things to respondent, but note remarks as they are made. It is desirable to record other items of this nature which may be mentioned later in the interview.

Question 8. If more than one member of the family works, record data for the primary wage earner. Specify the type of function performed and position held.

Question 10. A shopping trip here is intended to refer to regular trips made primarily for purposes of grocery shopping. Items picked up on an emergency basis should not be counted as a trip.

Question 12. For renters, add cost of utilities such as gas, water, heat and electricity. For those who are paying on a mortgage, use monthly payments and add the cost of utilities. For those owning their homes,

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Housing Demand

Form 10 160-99

Address:_____ Area:_____

Male:_____ Female:_____ Type Dwelling:_____ No. in Family:_____

1. How long have you lived here? Under 1 yr._____ 1 or 2 yrs._____
3-5 years_____ over 5 yrs._____

2. Where did you live before you moved here? Out of town_____

Atlanta street address_____ Area_____

Where do most of your friends live?_____

3. Are you entirely satisfied with your present location?
Yes_____ No_____

4. What are the things you like about this location?_____

_____

_____

5. What are the things you do not like about this location?_____

_____

_____

6. Have you thought seriously of moving to another section of town?
Yes_____ No_____

7. If a change is made, where would you likely move? Area_____

8. Where do the employed members of the family work?_____

_____

What type of work do they do?_____

How do they get to work? Walk_____ Own car_____ Riding group___
Public transportation_____ Other_____

Time required to get to work_____ Distance_____

9. If there are children, where do they go to school?_____

_____

How do they get to school? Walk_____ Own car_____ Riding group___
Public_____ Other_____

Time required to get to school?_____ Distance_____
Cost per month_____

10. Where do you usually buy groceries?_____

Distance to shopping center?_____

How do you go? Walk___ Own car___ Public___ Riding group_____

Frequency of shopping trips?_____

Cost of trips?_____

11. Distance to nearest public transportation?_____

12. Do you own your home or rent?_____

What are your monthly costs for housing?_____
(Includes utilities, taxes, and insurance where people are buying.)

13. How much are your total living expenses per month?_____
(This includes all expenses but excludes savings.)

14. Remarks:_____

_____

_____

_____

_____

_____

_____

_____

_____

INTERVIEWER:_____ DATE:_____

estimate the cost of the home and figure taxes, interest and depreciation on the investment, plus utilities.

B. INSTRUCTIONS TO INTERVIEWERS AND SPECIMEN QUESTIONNAIRE (Continued)

Builders and Lenders Survey Instructions - To Accompany Forms 20 and 30

A study is being conducted by the Georgia Tech Experiment Station to determine the methods used by builders in deciding which sections will most readily absorb additional housing.

No quantitative demand figure will be derived. Primary interest is in the relative demand in one area as opposed to another within the Atlanta metropolitan district. This approach differs from the normal in that most past studies of this type have started with an over-all demand figure and attempted to break down the total by areas in order to establish area relationships.

It is recognized that there is no substitute for experience and personal judgment in deciding relative housing demand. However, we hope to be able to furnish the intelligent builder a means of checking, verifying or amplifying his own judgment by developing a methodical approach to his problem. We also hope to establish a formula for similar local studies in other areas -- to summarize sources of information, methods of interpreting information available, or deriving data that proves useful in the demand analysis.

Certain data we may obtain may be of a confidential nature; so we should assure the builder that we will not violate his confidence.

Pertinent details regarding the questions of Forms 20 and 30 are given below. The numbers refer to the questions on the forms.

1. (Lenders and Builders) Purpose -- Younger men or those accustomed only to postwar conditions may use an entirely different basis for judging current conditions. Those with prewar experience, for instance, may not be as optimistic as others.

2. (Builders) -- "Apartment units means individual units, not apartment structures. Houses would include the duplex but the duplex should count as two units.

2. (Lenders) or 3. (Builders) -- The number of units built in each sub-area should be obtained if possible. The specific area should be noted if easily available.

3. (Lenders) or 5. (Builders) -- This question gets at the heart of our problem, and should be developed as fully as possible. It will require some thought on the respondent's part. Get the first reaction without any prompting or suggestion. If a builder, for instance, boggs down with "where land is available" some probing on the interviewer's part will be necessary. It may be helpful to ask the respondent to try to recall step-by-step the various phases passed through in his most recent decision of where to build or finance building. If he states that he developed property already under his control, try to find out why he originally obtained control of the property. Perhaps one or more of the following factors influenced his decision;

activities of other builders or lenders;

demand expressed by potential buyers directly to respondent or reported by friends;

personal knowledge of or experience in certain areas;

observation of number of units currently being sold;

industrial development, actual or anticipated;

the fact that the respondent is accustomed to constructing a certain type of unit in a certain price range and therefore may select appropriate areas for his class of unit.

The foregoing or other factors may be used to stimulate the builder's memory, but should be used only if and when the builder himself, is unable

to develop a logical explanation of his actions in this respect. (Use the back of the questionnaire if space is inadequate.)

4. (Builders) -- If the builder has experience in several areas and is willing to give the data, all areas may be shown in order of rank from "sold or rented most easily" to "sold or rented most slowly."

4. (Lenders) or 6. (Builders) -- Some of the government sources mentioned may be better known to the builder under different titles. For instance: monthly construction statistics, construction outlook bulletins, etc., from the Department of Labor, and current population reports; Housing, from The Bureau of the Census.

It would be desirable to note any specific criticisms of these publications offered by the builder.

5. (Lenders) or 7. (Builders) -- Here it may be best to try to get an unbiased reaction before suggesting the specific items listed.

8. (Builders) -- The purpose here is to determine the relative use of different methods of financing. If additional information on financing is volunteered, record it carefully.

Any information derived from the interview not specifically covered by questions should be noted on the back of the page or elsewhere. Some builder may have ideas that have not occurred to us in developing the questionnaire and if they have merit, they should be amplified as much as possible.

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Form 20 160-99

CONFIDENTIAL QUESTIONNAIRE FOR MORTGAGE LENDERS

Information submitted on this questionnaire will be used in connection with a housing supply study being made at Georgia Tech.

The purpose of the study is two-fold: First, to determine the general neighborhoods within the Atlanta metropolitan area where the demand for housing will be relatively good during the next two or three years. Second, to develop a method which may be used by lenders in deciding on the areas best suited for additional housing.

Answers to these questions will be used only in summary form so that the answers of individual lenders will not be disclosed.

1. Were you financing residential construction in the Atlanta area prior to World War II?

Yes_____ No_____

2. In what sub-areas have you been most active since the war?

Atlanta (DeKalb County)		Atlanta (Fulton County)	
North of city		South of city	
Northeast of city		Southwest of city	
East of city		West of city	
Southeast of city		Northwest of city	

3. On what basis do you decide which areas are good risks for further development?

4. In deciding on the general sub-areas in which to finance residential building, do you make use of any information from such agencies as: (Check Items Which Apply)

(1) ( ) Bureau of the Census

(2) ( ) Bureau of Labor Statistics

(3) ( ) Chamber of Commerce

(4) ( ) Metropolitan Planning Commission

(5) ( ) F. H. A.

(6) ( ) Other (Please specify)

5. Assuming there will be a demand for more housing in the Atlanta metropolitan area during the next two or three years, what information would be helpful to you in deciding in which sub-areas to finance additional building?

(1) ( ) Vacancies by sub-areas

(2) ( ) Time required after completion to sell new homes (by sub-areas)

(3) ( ) Changes in selling prices or rental rates for new housing (by sub-areas)

(4) ( ) Record of number of units being built in various sub-areas by months

(5) ( ) Location of new industrial developments

(6) ( ) Other (Please specify)

6. Has there been a tendency on the part of your company to restrict loans generally during the last six months to a year?

Yes_____ No_____

Why?_____

_____

_____

6A. Has your company made any distinction in the granting of loans for construction as opposed to mortgage loans?

a. As applied to builders_____

b. As applied to individuals_____

7. If so, have restrictions on properties in some areas been greater than on properties in other areas?

Yes_____ No_____ Please explain why_____

_____

_____

_____

8. In what areas do you continue to be most liberal in your lending?

(a)_____ (c)_____

(b)_____ (d)_____

Please explain why_____

_____

_____

_____

9. In what areas have you been most strict?

(a)_____ (c)_____

(b)_____ (d)_____

Please explain why_____

_____

_____

_____

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Housing Demand

Form 30 160-99

CONFIDENTIAL QUESTIONNAIRE FOR HOME BUILDERS

Information submitted on this Questionnaire will be used in connection with a housing study being made at Georgia Tech.

The purpose of the study is two-fold: First, to determine the general neighborhoods within the Atlanta metropolitan area where the demand for additional housing will be relatively good during the next two or three years. Second, to develop a method which may be used by builders in deciding on the areas best suited for additional housing.

Answers to these questions will be used only in summary form so that the answers of individual builders will not be disclosed.

1. Were you building homes in the Atlanta area prior to World War II?

Yes_____ No_____

2. Approximately how many family units have you built in Metropolitan Atlanta since the war?

	Apartment Units	Single Family Houses	Total
1946			
1947			
1948			
1949			
1950			

3. In what sub-areas have you built?

Atlanta (DeKalb County)	Atlanta (Fulton County)
North of city_____	South of city_____
Northeast of city_____	Southwest of city_____
East of city_____	West of city_____
Southeast of city_____	Northwest of city_____

4. In what area have your homes sold most readily?

For what reasons?

In what area have they sold most slowly?

For what reasons?

In what area have your apartment units rented most readily?

For what reasons?

In what area have they rented most slowly?

For what reasons?

5. Please describe how you decided to build in particular sub-areas

6. In deciding the general sub-areas for your building, did you make use of any information from such agencies as: (Check items which apply)

(1) ( ) Bureau of the Census

(2) ( ) Bureau of Labor Statistics

(3) ( ) Chamber of Commerce

(4) ( ) Metropolitan Planning Commission

(5) ( ) F. H. A.

(6) ( ) Other (Please specify)

7. Assuming that there will be a demand for more housing in the Atlanta metropolitan area during the next two or three years, what information would be helpful to you in deciding in which sub-areas to build?

(1) ( ) Vacancies by sub-areas

(2) ( ) Time required after completion to sell new homes by sub-areas

(3) ( ) Changes in selling prices or rental rates for new housing by sub-areas

(4) ( ) Record of number of units being built in various areas by months

(5) ( ) Data on new industries, and the number of people to be employed

(6) ( ) Data on transportation, present or proposed

(7) ( ) Data on schools, present or proposed

(8) ( ) Data on churches, present or proposed

(9) ( ) Other (Please specify)

8. What type of financing is generally used in your operations? (Insert approximate percentages)

(1) F. H. A._____ (2) V. A._____

(3) Private_____

C. TABLES DERIVED FROM THE TABULATION OF CONSUMERS QUESTIONNAIRES

The tables in this section were obtained from straight tabulations and cross tabulations of replies received from consumer's interviews. Tabulation of the significant data from interviews with builders and lenders are included in the text.

TABLE XVII

FAMILIES INTERVIEWED BY TYPE OF DWELLING UNIT BY AREAS

Type of Unit	Total No.	Total %	Number of Families A	B	C	D	E	F	G	H	I	J
Single Family	272	61.8	33	50	61	30	40	9	11	7	31	--
Apartment	168	38.2	25	--	--	--	--	46	2	54	--	41
TOTAL	440	100.0	58	50	61	30	40	55	13	61	31	41

TABLE XVIII

FAMILIES INTERVIEWED BY NUMBER OF PERSONS BY AREAS

Number of Persons	Total		Number of Families									
	No.	%	A	B	C	D	E	F	G	H	I	J
1	1	0.2	--	--	--	--	--	--	--	--	--	1
2	97	22.0	15	10	22	5	12	16	1	6	5	5
3	135	30.7	17	16	20	8	7	18	3	25	2	19
4	110	25.0	16	17	6	6	12	13	7	20	2	11
5	46	10.5	3	7	9	--	9	8	2	5	--	3
6	13	3.0	2	--	2	3	--	--	--	4	--	2
7	4	0.9	1	--	--	2	--	--	--	1	--	--
8 or more	6	1.4	--	--	2	4	--	--	--	--	--	--
No Response	28	6.4	4	--	--	2	--	--	--	--	22	--
TOTAL	440	100.1	58	50	61	30	40	55	13	61	31	41

TABLE XIX

FAMILIES BY DURATION OF OCCUPANCY BY AREAS

Duration of Occupancy	Total No.	Total %	Number of Families A	B	C	D	E	F	G	H	I	J
Under 1 year	224	50.9	28	28	16	13	19	26	6	37	10	41
1-2 years	136	30.9	23	7	10	16	13	27	4	22	14	--
3-5 years	47	10.7	6	12	16	--	4	2	2	--	5	--
Over 5 years	32	7.3	1	3	19	1	4	--	1	1	2	--
No Response	1	0.2	--	--	--	--	--	--	--	1	--	--
TOTAL	440	100.0	58	50	61	30	40	55	13	61	31	41

TABLE XX

FAMILIES BY DURATION OF OCCUPANCY BY RELATIVE HOUSING COST, SATISFACTION WITH NEARNESS TO PLACE OF WORK AND PERSONS PER HOUSEHOLD, BY AREAS

Item	Total		Number of Families With Under 1 Year Residence									
Housing Cost (monthly)	No.	%	A	B	C	D	E	F	G	H	I	J
Less than $60	19	8.5	2	1	1	8	1	--	--	--	2	4
$60-74	66	29.5	6	13	2	1	2	--	--	6	1	35
$75-89	32	14.3	1	9	3	--	2	3	--	9	5	--
$90-99	16	7.1	1	3	3	1	--	--	2	6	--	--
$100-114	42	18.7	13	--	3	1	1	11	1	12	--	--
$115-124	15	6.7	2	--	--	--	2	10	--	1	--	--
$125-149	6	2.7	--	--	--	--	3	1	2	--	--	--
$150 or More	3	1.3	1	--	--	--	2	--	--	--	--	--
Unknown	25	11.2	2	2	4	2	6	1	1	3	2	2
TOTAL	224	100.0	28	28	16	13	19	26	6	37	10	41
Work Convenient	18		1	2	4	--	3	1	--	3	2	2

(Continued)

TABLE XX (Continued)

FAMILIES BY DURATION OF OCCUPANCY BY RELATIVE HOUSING COST, SATISFACTION WITH NEARNESS TO PLACE OF WORK AND PERSONS PER HOUSEHOLD, BY AREAS

Item	Total		Number of Families With Under 1 Year Residence									
Number in Family	No.	%	A	B	C	D	E	F	G	H	I	J
2 or less	45	20.1	11	4	6	2	6	4	1	3	2	6
3	81	36.2	8	12	7	3	2	13	1	14	2	19
4	57	25.4	5	10	1	3	6	4	4	13	--	11
5	20	8.9	1	2	1	--	5	5	--	3	--	3
6	10	4.5	2	--	1	2	--	--	--	3	--	2
7	3	1.3	--	--	--	2	--	--	--	1	--	--
8 or more	1	0.4	--	--	--	1	--	--	--	--	--	--
Unknown	7	3.1	1	--	--	--	--	--	--	--	6	--
TOTAL	224	99.9	28	28	16	13	19	26	6	37	10	41

(Continued)

TABLE XX (Continued)

FAMILIES BY DURATION OF OCCUPANCY BY RELATIVE HOUSING COST, SATISFACTION WITH NEARNESS TO PLACE OF WORK AND PERSONS PER HOUSEHOLD, BY AREAS

Item	Total		Number of Families With 1 to 2 Years Residence									
Housing Cost (monthly)	No.	%	A	B	C	D	E	F	G	H	I	J
Less than $60	15	11.0	1	1	2	8	--	--	--	--	3	--
$60-74	14	10.3	1	4	--	--	2	1	--	4	2	--
$75-89	27	19.9	6	1	3	--	--	3	--	8	6	--
$90-99	20	14.7	6	--	1	4	--	2	1	5	1	--
$100-114	28	20.6	4	1	3	--	3	11	--	5	1	--
$115-124	10	7.4	1	--	1	--	--	6	2	--	--	--
$125-149	6	4.4	1	--	--	--	2	3	--	--	--	--
$150 or More	5	3.7	--	--	--	--	4	1	--	--	--	--
Unknown	11	8.1	3	--	--	4	2	--	1	--	1	--
TOTAL	136	100.1	23	7	10	16	13	27	4	22	14	--
Work Convenient	10	7.4	3	--	3	--	--	2	--	2	--	--

(Continued)

TABLE XX (Continued)

FAMILIES BY DURATION OF OCCUPANCY BY RELATIVE HOUSING COST, SATISFACTION WITH NEARNESS TO PLACE OF WORK AND PERSONS PER HOUSEHOLD, BY AREAS

Item	Total		Number of Families With 1 to 2 Years Residence									
Number in Family	No.	%	A	B	C	D	E	F	G	H	I	J
2 or less	28	20.6	3	2	1	3	3	12	--	2	2	--
3	35	25.7	7	1	3	4	4	4	2	10	--	--
4	38	27.9	8	2	2	3	4	8	2	7	2	--
5	13	9.6	1	2	3	--	2	3	--	2	--	--
6	2	1.5	--	--	--	1	--	--	--	1	--	--
7	1	0.7	1	--	--	--	--	--	--	--	--	--
8 or more	4	2.9	--	--	1	3	--	--	--	--	--	--
Unknown	15	11.0	3	--	--	2	--	--	--	--	10	--
TOTAL	136	99.9	23	7	10	16	13	27	4	22	14	--

(Continued)

TABLE XX (Continued)

FAMILIES BY DURATION OF OCCUPANCY BY RELATIVE HOUSING COST, SATISFACTION WITH NEARNESS TO PLACE OF WORK AND PERSONS PER HOUSEHOLD, BY AREAS

Item	Total		Number of Families With 3-5 Years Residence									
Housing Cost	No.	%	A	B	C	D	E	F	G	H	I	J
Less than $60	4	8.5	--	1	--	--	--	--	1	--	2	--
$60-74	9	19.1	--	6	2	--	--	--	--	--	1	--
$75-89	16	34.0	4	2	6	--	2	--	--	--	2	--
$90-99	2	4.3	1	--	--	--	--	1	--	--	--	--
$100-114	4	8.5	1	--	2	--	--	1	--	--	--	--
$115-124	3	6.4	--	--	2	--	1	--	--	--	--	--
$125-149	4	8.5	--	2	1	--	--	--	1	--	--	--
$150 or More	1	2.1	--	--	--	--	1	--	--	--	--	--
Unknown	4	8.5	--	1	3	--	--	--	--	--	--	--
TOTAL	47	99.9	6	12	16	--	4	2	2	--	5	--
Work Convenient	2	4.3	--	--	2	--	--	--	--	--	--	--

(Continued)

TABLE XX (Continued)

FAMILIES BY DURATION OF OCCUPANCY BY RELATIVE HOUSING COST, SATISFACTION WITH NEARNESS TO PLACE OF WORK AND PERSONS PER HOUSEHOLD, BY AREAS

Item	Total		Number of Families With 3 to 5 Years Residence									
Number in Family	No.	%	A	B	C	D	E	F	G	H	I	J
2 or less	12	25.5	1	3	6	--	2	--	--	--	--	--
3	8	17.0	1	3	3	--	--	1	--	--	--	--
4	11	23.4	3	3	2	--	1	1	1	--	--	--
5	9	19.1	1	3	3	--	1	--	1	--	--	--
6	1	2.1	--	--	1	--	--	--	--	--	--	--
7	--	----	--	--	--	--	--	--	--	--	--	--
8 or More	1	2.1	--	--	1	--	--	--	--	--	--	--
Unknown	5	10.6	--	--	--	--	--	--	--	--	5	--
TOTAL	47	99.8	6	12	16	--	4	2	2	--	5	--

(Continued)

TABLE XX (Continued)

FAMILIES BY DURATION OF OCCUPANCY BY RELATIVE HOUSING COST, SATISFACTION WITH NEARNESS TO PLACE OF WORK AND PERSONS PER HOUSEHOLD, BY AREAS

Item	Total		Number of Families With Over 5 Years Residence									
Housing Cost	No.	%	A	B	C	D	E	F	G	H	I	J
Less than $60	6	18.8	--	--	5	--	--	--	--	--	1	--
$60-74	5	15.6	--	--	1	--	3	--	1	--	--	--
$75-89	2	6.3	--	--	2	--	--	--	--	--	--	--
$90-99	--	----	--	--	--	--	--	--	--	--	--	--
$100-114	--	----	--	--	--	--	--	--	--	--	--	--
$115-124	--	----	--	--	--	--	--	--	--	--	--	--
$125-149	--	----	--	--	--	--	--	--	--	--	--	--
$150 or More	1	3.1	--	--	--	--	1	--	--	--	--	--
Unknown	18	56.3	1	3	11	1	--	--	--	1	1	--
TOTAL	32	100.1	1	3	19	1	4	--	1	1	2	--
Work Convenient	2	6.3	--	--	--	--	1	--	--	--	1	--

(Continued)

TABLE XX (Continued)

FAMILIES BY DURATION OF OCCUPANCY BY RELATIVE HOUSING COST, SATISFACTION WITH NEARNESS TO PLACE OF WORK AND PERSONS PER HOUSEHOLD, BY AREAS

Item	Total		Number of Families With Over 5 Years Residence									
Number in Family	No.	%	A	B	C	D	E	F	G	H	I	J
2 or less	13	40.6	--	1	9	--	1	--	--	1	1	--
3	10	31.3	1	--	7	1	1	--	--	--	--	--
4	4	12.5	--	2	1	--	1	--	--	--	--	--
5	4	12.5	--	--	2	--	1	--	1	--	--	--
6	--	----	--	--	--	--	--	--	--	--	--	--
7	--	----	--	--	--	--	--	--	--	--	--	--
8 or More	--	----	--	--	--	--	--	--	--	--	--	--
Unknown	1	3.1	--	--	--	--	--	--	--	--	1	--
TOTAL	32	100.0	1	3	19	1	4	--	1	1	2	--
GRAND TOTAL*	439		58	50	61	30	40	55	13	60	31	41

*One family with unknown length of residence in Area H did not warrant separate tabulation.

TABLE XXI

FAMILIES BY PRIOR RESIDENCE BY AREAS

Prior Residence	Total No.	Total %	Number of Families A	B	C	D	E	F	G	H	I	J
Out of town	133	30.2	20	11	11	2	11	22	6	32	5	13
Atlanta, N.E.	91	20.7	19	8	7	--	4	21	4	11	11	6
Atlanta, N.W.	30	6.8	1	3	1	2	9	1	1	7	4	1
Atlanta, S.E.	48	10.9	5	21	7	6	1	2	--	--	--	6
Atlanta, S.W.	46	10.5	2	--	25	15	--	1	--	1	--	2
Suburban, N.E.	52	11.8	9	6	1	--	10	5	--	8	7	6
Suburban, N.W.	3	0.7	--	--	--	--	1	--	1	--	--	1
Suburban, S.E.	9	2.0	--	--	--	1	--	1	--	--	3	4
Suburban, S.W.	20	4.5	1	1	8	2	3	--	--	2	1	2
First Residence	4	0.9	--	--	1	--	--	2	1	--	--	--
No Response	4	0.9	1	--	--	2	1	--	--	--	--	--
TOTAL	440	99.9	58	50	61	30	40	55	13	61	31	41

TABLE XXII

FAMILIES BY PRIOR RESIDENCE BY NUMBER OF PERSONS IN FAMILY BY STUDY AREAS

Number in Family	Total		Number of Families Originating Out-of-Town									
	No.	%	A	B	C	D	E	F	G	H	I	J
1	--	----	--	--	--	--	--	--	--	--	--	--
2	29	21.8	7	2	5	--	4	6	1	3	1	--
3	40	30.1	6	5	3	--	--	6	3	13	--	4
4	37	27.8	3	2	1	2	4	5	2	11	--	7
5	16	12.0	1	2	2	--	3	5	--	2	--	1
6	4	3.0	1	--	--	--	--	--	--	2	--	1
7	1	0.8	--	--	--	--	--	--	--	1	--	--
8 or More	--	----	--	--	--	--	--	--	--	--	--	--
Unknown	6	4.5	2	--	--	--	--	--	--	--	4	--
TOTAL	133	100.0	20	11	11	2	11	22	6	32	5	13

(Continued)

TABLE XXII (Continued)

FAMILIES BY PRIOR RESIDENCE BY NUMBER OF PERSONS IN FAMILY BY STUDY AREAS

Number in Family	Total No.	Total %	Number of Families Originating In-Town A	B	C	D	E	F	G	H	I	J
1	1	0.3	--	--	--	--	--	--	--	--	--	1
2	68	22.1	8	8	17	5	8	10	--	3	4	5
3	95	30.9	11	11	17	8	7	12	--	12	2	15
4	73	23.8	13	15	5	4	8	8	5	9	2	4
5	30	9.8	2	5	7	--	6	3	2	3	--	2
6	9	2.9	1	--	2	3	--	--	--	2	--	1
7	3	1.0	1	--	--	2	--	--	--	--	--	--
8 or More	6	2.0	--	--	2	4	--	--	--	--	--	--
Unknown	22	7.2	2	--	--	2	--	--	--	--	18	--
TOTAL	307	100.0	38	39	50	28	29	33	7	29	26	28
GRAND TOTAL	440		58	50	61	30	40	55	13	61	31	41

TABLE XXIII

FAMILIES BY PRIOR RESIDENCE BY DEGREE OF SATISFACTION AND INTENTIONS TO MOVE BY AREAS

Degree of Satisfaction	Total		Number of Families									
	No.	%	A	B	C	D	E	F	G	H	I	J
Satisfied	318	72.3	48	42	49	17	37	45	12	26	20	22
Would Move	45	14.1	4	2	1	1	2	20	2	8	3	2
Would Not	273	85.8	44	40	48	16	35	25	10	18	17	20
Not Satisfied	110	25.0	10	4	12	9	3	10	1	33	11	17
Would Move	72	65.5	8	3	7	--	--	10	1	23	6	14
Would Not	38	34.5	2	1	5	9	3	--	--	10	5	3
Undecided	12	2.7	--	4	--	4	--	--	--	2	--	2
Would Move	2	16.7	--	1	--	--	--	--	--	--	--	1
Would Not	10	83.3	--	3	--	4	--	--	--	2	--	1
No Answer	---	--	--	--	--	--	--	--	--	--	--	--
TOTAL	440		58	50	61	30	40	55	13	61	31	41

(Continued)

TABLE XXIII (Continued)

FAMILIES BY PRIOR RESIDENCE BY DEGREE OF SATISFACTION AND INTENTIONS TO MOVE BY AREAS

Degree of Satisfaction	Total No.	Total %	Number of Families Originating Out-of-Town A	B	C	D	E	F	G	H	I	J
Satisfied	81	60.9	15	8	8	--	10	16	5	11	3	5
Would Move	22	27.2	3	1	--	--	2	9	--	5	1	1
Would Not	59	72.8	12	7	8	--	8	7	5	6	2	4
Not Satisfied	50	37.6	5	3	3	2	1	6	1	20	2	7
Would Move	36	72.0	5	2	2	--	--	6	1	13	1	6
Would Not	14	28.0	--	1	1	2	1	--	--	7	1	1
Undecided	2	1.5	--	--	--	--	--	--	--	1	--	1
Would Move	---	----	--	--	--	--	--	--	--	--	--	--
Would Not	2	100.0	--	--	--	--	--	--	--	1	--	1
TOTAL	133		20	11	11	2	11	22	6	32	5	13

(Continued)

TABLE XXIII (Continued)

FAMILIES BY PRIOR RESIDENCE BY DEGREE OF SATISFACTION AND INTENTIONS TO MOVE BY AREAS

Degree of Satisfaction	Total		Number of Families Originating in Town									
	No.	%	A	B	C	D	E	F	G	H	I	J
Satisfied	237	77.2	33	34	41	17	27	29	7	15	17	17
Would Move	23	9.7	1	1	1	1	--	11	2	3	2	1
Would Not	214	90.3	32	33	40	16	27	18	5	12	15	16
Not Satisfied	60	19.5	5	1	9	7	2	4	--	13	9	10
Would Move	38	63.3	3	1	5	--	--	4	--	10	5	8
Would Not	22	36.7	2	--	4	7	2	--	--	3	4	2
Undecided	10	3.3	--	4	--	4	--	--	--	1	--	1
Would Move	2	20.0	--	1	--	--	--	--	--	--	--	1
Would Not	8	80.0	--	3	--	4	--	--	--	1	--	--
No Answer	---	--	--	--	--	--	--	--	--	--	--	--
TOTAL	307		38	39	50	28	29	33	7	29	26	28

TABLE XXIV

FAMILIES BY PRIOR RESIDENCE BY TIME REQUIRED TO GET TO PRESENT WORK LOCATIONS BY AREAS

Time to Work (minutes)	Total		Number of Families Originating from Out-of-Town									
	No.	%	A	B	C	D	E	F	G	H	I	J
Under 15	17	12.7	3	1	--	--	3	3	--	4	1	2
15-24	27	20.1	2	4	2	--	1	9	1	4	--	4
25-44	37	27.6	8	3	8	--	3	4	1	6	--	4
45-60	22	16.4	2	--	--	1	2	--	3	12	2	--
More than 1 hour	3	2.2	1	--	--	1	--	--	--	--	1	--
Variable	15	11.2	3	--	--	--	1	5	--	4	1	1
Retired	1	0.8	--	--	--	--	--	--	1	--	--	--
Unable to Answer	12	9.0	1	3	1	--	1	1	--	3	--	2
TOTAL	134	100.0	20	11	11	2	11	22	6	33	5	13
Median Time*(Minutes)	30.0		32	22	32	60	32	20	50	42	52	22

(Continued)

TABLE XXIV (Continued)

FAMILIES BY PRIOR RESIDENCE BY TIME REQUIRED TO GET TO PRESENT WORK LOCATIONS BY AREAS

Time to Work (minutes)	Total		Number of Families Originating In-Town									
	No.	%	A	B	C	D	E	F	G	H	I	J
Under 15	44	14.4	2	6	11	2	11	3	1	2	4	2
15-24	84	27.5	7	15	16	3	10	18	4	2	2	7
25-44	87	28.4	17	10	9	5	7	7	1	8	11	12
45-59	40	13.1	3	3	7	11	--	1	--	8	6	1
Over 1 hour	7	2.3	2	2	--	2	--	1	--	--	--	--
Variable	26	8.5	5	2	4	2	1	3	--	5	3	1
Retired	3	1.0	--	1	--	--	--	--	1	1	--	--
Unable to Answer	15	4.9	2	--	3	3	--	--	--	2	--	5
TOTAL	306	100.1	38	39	50	28	29	33	7	28	26	28
Median Time*(minutes)	27		33	23	22	48	18	22	20	40	36	28

*Only significant replies used in computing medians.

TABLE XXV

FAMILIES BY ORIGIN BY DEGREE OF SATISFACTION OR DISSATISFACTION IN RELATION TO BASIC ACTIVITIES, SCHOOL, SHOPPING, TRANSPORTATION AND WORK BY AREAS

Degree of Satisfaction	Total No.	Total %	Number of Families A	B	C	D	E	F	G	H	I	J
Satisfactory												
School Conveniences	62	23.7	12	3	14	2	11	8	5	4	2	1
Shopping Facilities	91	34.7	22	10	16	2	3	27	1	4	1	5
Transportation	77	29.4	15	5	16	4	13	9	--	8	3	4
Work Conveniences	32	12.2	4	2	9	--	4	3	--	5	3	2
TOTAL	262	100.0	53	20	55	8	31	47	6	21	9	12
Unsatisfactory*												
School Conveniences	28	10.2	1	5	5	1	1	--	--	8	4	3
Shopping Facilities	78	28.5	12	7	7	11	7	1	--	16	11	6
Transportation	168	61.3	20	27	12	22	7	23	6	21	14	16
TOTAL	274	100.0	33	39	24	34	15	24	6	45	29	25
TOTAL RESPONDENTS	440		58	50	61	30	40	55	13	61	31	41

(Continued)

TABLE XXV (Continued)

FAMILIES BY ORIGIN BY DEGREE OF SATISFACTION OR DISSATISFACTION IN RELATION TO BASIC ACTIVITIES, SCHOOL, SHOPPING, TRANSPORTATION AND WORK BY AREAS

Degree of Satisfaction	Total No.	Total %	Number of Families With Out-of-Town Prior Residence A	B	C	D	E	F	G	H	I	J
Satisfactory												
School Convenience	22	26.5	3	2	2	--	4	5	3	2	1	--
Shopping Facilities	29	34.9	7	2	3	--	--	13	1	1	1	1
Transportation	22	26.5	4	2	1	--	3	5	--	4	--	3
Work Convenience	10	12.0	1	--	1	--	1	2	--	3	1	1
TOTAL	83	99.9	15	6	7	--	8	25	4	10	3	5
Unsatisfactory*												
School Convenience	13	14.3	--	3	2	--	--	--	--	5	2	1
Shopping Facilities	26	28.6	5	2	1	--	3	1	--	1	2	1
Transportation	52	57.1	9	6	3	2	1	9	2	13	2	5
TOTAL	91	100.0	14	11	6	2	4	10	2	29	6	7
TOTAL RESPONDENTS	133		20	11	11	2	11	22	6	32	5	13

(Continued)

TABLE XXV (Continued)

FAMILIES BY ORIGIN BY DEGREE OF SATISFACTION OR DISSATISFACTION IN RELATION TO BASIC ACTIVITIES, SCHOOL, SHOPPING, TRANSPORTATION AND WORK BY AREAS

Degree of Satisfaction	Total No.	Total %	Number of Families With in-Town Prior Residence A	B	C	D	E	F	G	H	I	J
Satisfactory												
School Convenience	40	22.3	9	1	12	2	7	3	2	2	1	1
Shopping Facilities	62	34.6	15	8	13	2	3	14	--	3	--	4
Transportation	55	30.7	11	3	15	4	10	4	--	4	3	1
Work Convenience	22	12.3	3	2	8	--	3	1	--	2	2	1
TOTAL	179	99.9	38	14	48	8	23	22	2	11	6	7
Unsatisfactory*												
School Convenience	15	8.2	1	2	3	1	1	--	--	3	2	2
Shopping Facilities	52	28.4	7	5	6	11	4	--	--	5	9	5
Transportation	116	63.4	11	21	9	20	6	14	4	8	12	11
TOTAL	183	100.0	19	28	18	32	11	14	4	16	23	18
TOTAL RESPONDENTS	307		38	39	50	28	29	33	7	29	26	28

*There were insufficient expressions of dislike in relation to location of work to be worthy of separate tabulation.

TABLE XXVI

FAMILIES BY PRIOR RESIDENCE BY DISTANCE TO PRESENT JOB LOCATIONS

Distance (miles)	Total		Number of Families Originating From Out-of-Town									
	No.	%	A	B	C	D	E	F	G	H	I	J
Less than 1	4	3.0	2	1	--	--	--	--	--	1	--	--
1-2	5	3.7	2	--	--	--	1	1	--	1	--	--
3-4	10	7.5	--	1	1	1	1	3	--	2	--	1
5-7	38	28.4	7	5	6	--	5	10	1	1	--	3
8-11	15	11.2	1	--	--	--	--	1	3	8	1	1
12-15	7	5.2	--	--	--	--	--	--	--	5	--	2
Over 15	5	3.7	2	--	--	--	2	--	--	1	--	--
Varies	24	17.9	5	2	2	--	1	6	--	6	1	1
Other	5	3.7	--	--	--	--	--	--	1	2	--	2
Don't Know	21	15.7	1	2	2	1	1	1	1	6	3	3
TOTAL	134	100.0	20	11	11	2	11	22	6	33	5	13
Median Distance* (miles)	6.7		5.8	5.8	6.2	3.9	6.4	6.0	8.9	9.6	9.4	7.4

(Continued)

TABLE XXVI (Continued)

FAMILIES BY PRIOR RESIDENCE BY DISTANCE TO PRESENT JOB LOCATIONS

Distance (miles)	Total		Number of Families Originating From In-Town									
	No.	%	A	B	C	D	E	F	G	H	I	J
Under 1	6	2.0	--	2	--	1	1	1	--	--	1	--
1-2	11	3.6	--	1	6	--	--	1	--	2	--	1
3-4	38	12.4	2	7	9	3	13	3	--	1	--	--
5-7	100	32.7	11	14	19	9	13	20	1	2	3	8
8-11	47	15.3	9	4	7	2	--	--	4	5	5	11
12-15	13	4.2	1	2	--	--	--	1	--	6	1	2
Over 15	7	2.3	--	1	2	--	1	--	--	1	2	--
Varies	34	11.1	6	5	3	3	1	3	--	6	3	1
Other	6	2.0	--	1	--	--	--	--	1	1	--	3
Don't Know	44	14.4	9	2	4	10	--	4	1	4	11	2
TOTAL	306	100.0	38	39	50	28	29	33	7	28	26	28
Median Distance*(miles)	6.6		7.5	6.1	5.9	6.1	5.0	6.1	9.0	10.0	9.1	8.4

*Only significant replies used in computing medians.

TABLE XXVII

FAMILIES BY PRIOR RESIDENCE BY DISTANCE TO FOOD SHOPPING BY STUDY AREAS

Distance (miles)	Total No.	Total %	Number of Families From Out-of-Town A	B	C	D	E	F	G	H	I	J
Less than ½	27	20.3	6	1	1	--	1	9	1	2	--	5
½-1	38	28.6	9	4	2	--	2	10	--	10	--	1
1-2	32	24.1	4	3	4	--	5	3	5	2	5	1
3-4	19	14.3	1	2	1	--	1	--	--	11	--	3
5 or More	9	6.8	--	1	3	--	2	--	--	2	--	2
Varies	2	1.5	--	--	--	--	--	--	--	1	--	1
Don't Know	6	4.5	--	--	--	2	--	--	--	4	--	--
TOTAL	133	100.1	20	11	11	2	11	22	6	32	5	13
Median Distance*	0.9		0.7	1.3	1.5	--	1.5	0.6	1.4	1.1	2.0	1.0

(Continued)

TABLE XXVII (Continued)

FAMILIES BY PRIOR RESIDENCE BY DISTANCE TO FOOD SHOPPING BY STUDY AREAS

Distance (miles)	Total No.	Total %	Number of Families From In-Town A	B	C	D	E	F	G	H	I	J
Less than $\frac{1}{2}$	59	19.2	7	4	7	4	--	19	--	2	--	16
$\frac{1}{2}$-1	75	24.4	2	7	14	5	4	13	2	10	--	3
1-2	81	26.4	15	16	17	4	15	--	2	1	18	2
3-4	43	14.0	6	5	5	4	7	--	--	6	7	4
5 or More	24	7.8	6	5	4	2	1	--	--	8	1	2
Varies	11	3.6	--	--	2	2	2	1	3	2	--	1
Don't Know	14	4.6	2	2	1	7	--	--	--	2	--	--
TOTAL	307	100.0	38	39	50	28	29	33	7	29	26	28
Median Distance*		1.1	1.9	1.6	1.1	1.5	2.3	0.5	1.0	3.0	2.4	0.5

*Only significant replies used in computing medians.

TABLE XXVIII

FAMILIES BY PRIOR RESIDENCE BY FREQUENCY OF FOOD SHOPPING BY STUDY AREAS

Times per Week	Total No.	Total %	Number of Families From Out-of-Town A	B	C	D	E	F	G	H	I	J
Less than 1	6	4.5	1	1	--	--	1	--	--	2	--	1
One	59	44.4	11	4	7	2	4	8	1	12	3	7
Two	36	27.1	4	4	2	--	3	7	1	10	2	3
Three	17	12.8	3	--	1	--	3	4	3	2	--	1
More than 3	9	6.8	--	--	--	--	--	2	1	5	--	1
Varies	6	4.5	1	2	1	--	--	1	--	1	--	--
Unknown	--	----	--	--	--	--	--	--	--	--	--	--
TOTAL	133	100.1	20	11	11	2	11	22	6	32	5	13
Median Times Per Week*	1		1	2	1	1	2	2	3	2	1	1

(Continued)

TABLE XXVIII (Continued)

FAMILIES BY PRIOR RESIDENCE BY FREQUENCY OF FOOD SHOPPING BY STUDY AREAS

Times per Week	Total No.	Total %	Number of Families From In-Town A	B	C	D	E	F	G	H	I	J
Less than 1	10	3.3	1	2	3	2	2	--	--	--	--	--
One	164	53.4	21	27	25	12	14	14	4	15	21	11
Two	50	16.3	5	5	11	3	5	6	--	8	3	4
Three	39	12.7	4	2	6	--	3	12	2	3	1	6
More than 3	21	6.8	1	2	3	2	3	1	--	2	1	6
Varies	19	6.2	2	1	2	9	2	--	1	1	--	1
Unknown	4	1.3	4	--	--	--	--	--	--	--	--	--
TOTAL	307	100.0	38	39	50	28	29	33	7	29	26	28
Median Times Per Week*	1		1	1	1	1	1	1	1	1	1	1

*Only significant replies used in computing medians.

TABLE XXIX

FAMILIES BY PRIOR RESIDENCE BY DISTANCE TO PUBLIC TRANSPORTATION BY STUDY AREAS

Distance (blocks)*	Total No.	Total %	Number of Families From Out-of-Town A	B	C	D	E	F	G	H	I	J
Under 1	24	18.0	2	1	6	--	4	1	4	6	--	7
1-4	77	57.9	13	3	4	2	7	16	1	23	1	4
5-8	12	9.0	1	3	--	--	--	1	1	2	--	--
9 or More	9	6.8	1	4	--	--	--	2	--	1	--	1
Unknown	11	8.3	3	--	1	--	--	2	--	--	4	1
TOTAL	133	100.0	20	11	11	2	11	22	6	32	5	13
Median Distance** (blocks)	2.8		3.8	6.2	0.4	2.9	1.5	3.2	0.4	2.7	2.9	0.8

(Continued)

TABLE XXIX (Continued)

FAMILIES BY PRIOR RESIDENCE BY DISTANCE TO PUBLIC TRANSPORTATION BY STUDY AREAS

Distance (blocks)*	Total No.	Total %	Number of Families From in Town A	B	C	D	E	F	G	H	I	J
Under 1	69	22.5	5	3	22	4	9	--	5	4	--	10
1-4	149	48.6	21	13	25	12	16	20	1	18	8	18
5-8	31	10.1	2	11	2	10	2	5	--	3	--	--
9 or More	29	9.4	3	12	1	2	2	5	1	3	--	--
Unknown	29	9.4	7	--	--	--	--	3	--	1	18	--
TOTAL	307	100.0	38	39	50	28	29	33	7	29	26	28
Median Distance** (blocks)	2.9		3.6	5.9	1.4	4.2	2.4	3.9	0.8	3.1	2.9	1.9

*Eight blocks equal one mile.
**Only significant replies used in computing medians.

TABLE XXX

FAMILIES BY PRIOR RESIDENCE BY MONTHLY COST OF HOUSING BY STUDY AREAS

Monthly Housing Cost	Total No.	Total %	Number of Families Originating Out-of-Town A	B	C	D	E	F	G	H	I	J
Under $60	8	6.0	--	1	3	1	--	--	--	--	2	1
$60-74	25	18.8	3	5	--	--	--	--	--	4	1	12
$75-89	21	15.8	2	3	2	--	--	1	--	12	1	--
$90-99	11	8.3	4	1	--	--	--	--	2	4	--	--
$100-114	37	27.8	9	--	3	--	3	10	1	11	--	--
$115-124	14	10.5	--	--	--	--	2	9	2	1	--	--
$125-149	3	2.3	1	--	--	--	1	1	--	--	--	--
$150 or More	2	1.5	--	--	--	--	2	--	--	--	--	--
Unknown	12	9.0	1	1	3	1	3	1	1	--	1	--
TOTAL	133	100.0	20	11	11	2	11	22	6	32	5	13

(Continued)

TABLE XXX (Continued)

FAMILIES BY PRIOR RESIDENCE BY MONTHLY COST OF HOUSING BY STUDY AREAS

Monthly Housing Cost	Total No.	Total %	Number of Families Originating In-Town A	B	C	D	E	F	G	H	I	J
Under $60	36	11.7	3	2	5	15	1	--	1	--	6	3
$60-74	69	22.5	4	18	5	1	7	1	1	6	3	23
$75-89	57	18.6	9	9	12	--	4	5	--	6	12	--
$90-99	27	8.8	4	2	4	5	--	3	1	7	1	--
$100-114	37	12.1	9	1	5	1	1	13	--	6	1	--
$115-124	14	4.6	3	--	3	--	1	7	--	--	--	--
$125-149	13	4.2	--	2	1	--	4	3	3	--	--	--
$150 or More	8	2.6	1	--	--	--	6	1	--	--	--	--
Unknown	46	15.0	5	5	15	6	5	--	1	4	3	2
TOTAL	307	100.1	38	39	50	28	29	33	7	29	26	28
GRAND TOTAL	440		58	50	61	30	40	55	13	61	31	41

TABLE XXXI

FAMILIES BY LOCATION OF FRIENDS BY STUDY AREAS

Location	Total		Number of Families									
	No.	%	A	B	C	D	E	F	G	H	I	J
Nearby	172	39.1	21	20	33	11	22	22	9	25	4	5
Scattered	109	24.8	12	12	20	9	13	15	2	16	2	8
Other parts of town	69	15.7	8	10	4	9	5	2	--	10	3	18
Other	90	20.5	17	8	4	1	--	16	2	10	22	10
Total Number of Respondents	440	100.1	58	50	61	30	40	55	13	61	31	41

TABLE XXXII

SATISFIED AND DISSATISFIED FAMILIES BY AREAS

Area Satisfaction	Total No.	Total %	Number of Families A	B	C	D	E	F	G	H	I	J
Satisfied	318	72.3	48	42	49	17	37	45	12	26	20	22
Dissatisfied	110	25.0	10	4	12	9	3	10	1	33	11	17
Undecided	7	1.6	--	2	--	2	--	--	--	2	--	1
No Response	5	1.1	--	2	--	2	--	--	--	--	--	1
TOTAL	440	100.0	58	50	61	30	40	55	13	61	31	41

TABLE XXXIII

FAMILIES BY LOCATIONAL SATISFACTION BY LENGTH OF OCCUPANCY

Length of Occupancy (years)	Total No.	Total %	Number of Families Satisfied With Location A	B	C	D	E	F	G	H	I	J
Less than 1	153	48.1	21	23	12	7	18	21	5	18	6	22
1-2	99	31.1	21	7	7	10	13	22	4	7	8	--
3-5	39	12.3	5	9	13	--	4	2	2	--	4	--
More than 5	27	8.5	1	3	17	1	2	--	1	1	1	--
Unknown	---	----	--	--	--	--	--	--	--	--	--	--
TOTAL	318	100.0	48	42	49	18	37	45	12	26	19	22

Length of Occupancy (years)	Total No.	Total %	Number of Families Dissatisfied With Location A	B	C	D	E	F	G	H	I	J
Less than 1	62	55.9	7	2	4	3	1	5	1	17	4	18
1-2	36	32.4	2	--	3	5	--	5	--	15	6	--
3-5	7	6.3	1	2	3	--	--	--	--	--	1	--
More than 5	5	4.5	--	--	2	--	2	--	--	--	1	--
Unknown	1	0.9	--	--	--	--	--	--	--	1	--	--
TOTAL	111	100.0	10	4	12	8	3	10	1	33	12	18

(Continued)

TABLE XXXIII (Continued)

FAMILIES BY LOCATIONAL SATISFACTION BY LENGTH OF OCCUPANCY

Length of Occupancy (years)	Total No.	Total %	Number of Families Undecided or With No Answer A	B	C	D	E	F	G	H	I	J
Less than 1	9	81.8	3	--	--	3	--	--	--	2	--	1
1-2	1	9.0	--	--	--	1	--	--	--	--	--	--
3-5	1	9.0	1	--	--	--	--	--	--	--	--	--
More than 5	---	----	--	--	--	--	--	--	--	--	--	--
Unknown	---	----	--	--	--	--	--	--	--	--	--	--
TOTAL	11	99.8	4	--	--	4	--	--	--	2	--	1
GRAND TOTAL	440		58	50	61	30	40	55	13	61	31	41

TABLE XXXIV

THINGS FAMILIES LIKE ABOUT PRESENT LOCATIONS BY NUMBER OF TIMES MENTIONED BY AREAS

Item	Total No.	Total %	Number of Times Mentioned A	B	C	D	E	F	G	H	I	J
Congenial neighbors	135	14.0	23	11	33	9	13	12	3	11	12	8
Quiet, freedom from noise	119	12.3	18	19	18	20	14	1	2	8	12	7
Spacious, not congested	100	10.4	15	14	6	17	7	6	4	22	5	4
Good shopping facilities	91	9.4	22	10	16	2	3	27	1	4	1	5
Adequate transportation	77	8.0	15	5	16	4	13	9	--	8	3	4
Convenient school	62	6.4	12	3	14	2	11	8	5	4	2	1
Clean	42	4.3	7	3	4	6	2	9	1	4	--	6
Far enough from downtown	37	3.8	1	4	6	4	4	3	4	5	4	2
Attractive homes	34	3.5	3	1	15	--	10	1	2	2	--	--
Convenient to work	32	3.3	4	2	9	--	4	3	--	5	3	2

(Continued)

TABLE XXXIV (Continued)

THINGS FAMILIES LIKE ABOUT PRESENT LOCATIONS BY NUMBER OF TIMES MENTIONED BY AREAS

Item	Total No.	Total %	Number of Times Mentioned A	B	C	D	E	F	G	H	I	J
Cool	31	3.2	6	3	2	5	--	3	4	3	--	5
Convenient to downtown	30	3.1	--	2	6	1	11	7	1	1	--	1
Limited traffic	30	3.1	4	5	5	--	5	1	1	7	--	2
Environment for children	28	2.9	2	5	2	4	4	--	--	7	--	4
Convenient to churches	28	2.9	3	1	13	--	4	1	1	2	2	1
New section	24	2.5	8	5	--	--	2	8	--	--	--	1
High home ownership	22	2.3	3	2	12	--	3	--	1	1	--	--
Miscellaneous	44	4.6	6	4	8	3	--	4	5	12	1	1
TOTAL	966	100.0	152	99	185	77	110	103	35	106	45	54
Likes mentioned per interview		2.20	2.62	1.98	3.03	2.57	2.75	1.87	2.69	1.74	1.45	1.32
Per satisfied family		3.04	3.17	2.36	3.78	4.28	2.97	2.29	2.92	4.08	2.37	2.45

TABLF XXXV

THINGS FAMILIES DO NOT LIKE ABOUT PRESENT LOCATIONS BY NUMBER OF TIMES MENTIONED BY AREAS

Item	Total No.	Total %	Number of Times Mentioned A	B	C	D	E	F	G	H	I	J
Poor Transportation	168	32.1	20	27	12	22	7	23	6	21	14	16
Inconvenient Shopping	78	14.9	12	7	7	11	7	1	--	16	11	6
Inadequate Facilities	61	11.6	5	7	4	23	3	3	--	7	5	4
Too Far Downtown	42	8.0	3	1	--	--	1	2	--	22	1	12
Noisy	31	5.9	1	1	3	--	2	4	--	10	7	3
Congested Area	31	5.9	2	2	3	--	3	7	2	8	2	2
Schools Inconvenient	28	5.3	1	5	5	1	1	--	--	8	4	3
Heavy Traffic	19	3.6	5	3	2	--	4	1	1	2	--	1
Unattractive Surroundings	17	3.2	--	1	1	--	--	3	--	7	--	5
Inefficient Local Government	16	3.1	2	1	1	--	--	--	--	6	6	--

(Continued)

TABLE XXXV (Continued)

THINGS FAMILIES DO NOT LIKE ABOUT PRESENT LOCATIONS BY NUMBER OF TIMES MENTIONED BY AREAS

Item	Total No.	Total %	Number of Times Mentioned A	B	C	D	E	F	G	H	I	J
Neighbors Not Congenial	9	1.7	2	--	--	--	--	1	--	--	--	6
Miscellaneous	24	4.6	6	4	1	--	--	3	--	5	3	2
TOTAL	524	99.9	59	59	39	57	28	48	9	112	53	60
Dislikes Mentioned Per Interview	1.2		1.0	1.9	0.6	1.9	0.7	0.9	0.7	1.8	1.7	1.5

TABLE XXXVI

FAMILIES WHO HAVE THOUGHT SERIOUSLY OF MOVING BY AREAS

Item	Total No.	Total %	Number of Families A	B	C	D	E	F	G	H	I	J
Have thought seriously of moving	119	27.0	12	6	8	1	2	30	3	31	9	17
Have not thought seriously of moving	321	73.0	46	44	53	29	38	25	10	30	22	24
TOTAL	440	100.0	58	50	61	30	40	55	13	61	31	41

TABLE XXXVII

FAMILIES BY INTENTION TO MOVE BY NUMBER IN FAMILY BY AREAS

Number in Family	Total		Number of Families Who Would Not Move									
	No.	%	A	B	C	D	E	F	G	H	I	J
1	1	0.3	--	--	--	--	--	--	--	--	--	1
2	77	24.0	12	9	19	5	12	8	1	3	5	3
3	90	28.0	13	14	16	7	7	7	3	12	--	11
4	81	25.2	14	16	6	6	11	6	5	10	1	6
5	33	10.3	3	5	8	--	8	4	1	3	--	1
6	9	2.8	--	--	2	3	--	--	--	2	--	2
7	3	0.9	1	--	--	2	--	--	--	--	--	--
8 or More	6	1.9	--	--	2	4	--	--	--	--	--	--
Unknown	21	6.5	3	--	--	2	--	--	--	--	16	--
TOTAL	321	99.9	46	44	53	29	38	25	10	30	22	24

(Continued)

TABLE XXXVII (Continued)

FAMILIES BY INTENTION TO MOVE BY NUMBER IN FAMILY BY AREAS

Number in Family	Total		Number of Families Who Would Move									
	No.	%	A	B	C	D	E	F	G	H	I	J
1	---	----	--	--	--	--	--	--	--	--	--	--
2	20	16.8	3	1	3	--	--	8	--	3	--	2
3	45	37.8	4	2	4	1	--	11	--	13	2	8
4	29	24.4	2	1	--	--	1	7	2	10	1	5
5	13	10.9	--	2	1	--	1	4	1	2	--	2
6	4	3.4	2	--	--	--	--	--	--	2	--	--
7	1	0.8	--	--	--	--	--	--	--	1	--	--
8 or More	---	----	--	--	--	--	--	--	--	--	--	--
Unknown	7	5.9	1	--	--	--	--	--	--	--	6	--
TOTAL	119	100.0	12	6	8	1	2	30	3	31	9	17

TABLE XXXVIII

FAMILIES BY INTENTION TO MOVE BY LENGTH OF OCCUPANCY BY AREAS

Length of Occupancy	Total No.	Total %	Number of Families Who Would Not Move A	B	C	D	E	F	G	H	I	J
Less than 1 year	159	49.8	21	26	13	13	18	12	5	21	6	24
1-2 years	92	28.8	18	7	8	16	12	12	4	8	7	--
3-5 years	39	12.2	6	8	14	--	4	1	1	--	5	--
More than 5 years	29	9.1	1	3	18	--	4	--	--	1	2	--
Unknown	---	----	--	--	--	--	--	--	--	--	--	--
TOTAL	319	99.9	46	44	53	29	38	25	10	30	20	24

Length of Occupancy	Total No.	Total %	Number of Families Who Would Move A	B	C	D	E	F	G	H	I	J
Less than 1 year	64	54.2	6	2	3	--	1	14	1	16	4	17
1-2 years	42	35.6	5	--	2	--	1	15	--	14	5	--
3-5 years	8	6.8	--	4	2	--	--	1	1	--	--	--
More than 5 years	3	2.5	--	--	1	1	--	--	1	--	--	--
Unknown	1	0.8	--	--	--	--	--	--	--	1	--	--
TOTAL	118	99.9	11	6	8	1	2	30	3	31	9	17

(Continued)

TABLE XXXVIII (Continued)

FAMILIES BY INTENTION TO MOVE BY LENGTH OF OCCUPANCY BY AREAS

Length of Occupancy	Total		Number of Families Who Are Undecided									
	No.	%	A	B	C	D	E	F	G	H	I	J
Less than 1 year	1	33.3	1	--	--	--	--	--	--	--	--	--
1-2 years	2	66.6	--	--	--	--	--	--	--	--	2	--
3-5 years	--	----	--	--	--	--	--	--	--	--	--	--
More than 5 years	--	----	--	--	--	--	--	--	--	--	--	--
TOTAL	3	99.9	1	--	--	--	--	--	--	--	2	--

TABLE XXXIX

FAMILIES BY INTENTION TO MOVE BY PRIOR RESIDENCE BY AREAS

Prior Residence	Total No.	Total %	Number of Families Who Would Not Move A	B	C	D	E	F	G	H	I	J
Out of town	77	24.0	12	8	9	2	11	7	5	14	3	6
City Northeast	66	20.6	19	7	6	--	2	13	4	4	9	2
City Northwest	21	6.5	--	1	1	2	9	--	1	5	2	--
City Southeast	41	12.8	4	21	6	6	1	1	--	--	--	2
City Southwest	42	13.1	2	--	22	15	--	--	--	1	--	2
Suburban Northeast	42	13.1	7	6	1	--	10	3	--	5	5	5
Suburban Northwest	2	0.6	--	--	--	--	1	--	--	--	--	1
Suburban Southeast	7	2.1	--	--	--	1	--	--	--	--	2	4
Suburban Southwest	17	5.3	1	1	7	1	3	--	--	1	1	2
First Residence	2	0.6	--	--	1	--	--	1	--	--	--	--
Unknown	4	1.2	1	--	--	2	1	--	--	--	--	--
TOTAL	321	99.9	46	44	53	29	38	25	10	30	22	24

(Continued)

TABLE XXXIX (Continued)

FAMILIES BY INTENTION TO MOVE BY PRIOR RESIDENCE BY AREAS

Prior Residence	Total No.	Total %	Number of Families Who Would Move A	B	C	D	E	F	G	H	I	J
Out of Town	56	47.1	8	3	2	--	--	15	1	18	2	7
City Northeast	25	21.0	--	1	1	--	2	8	--	7	2	4
City Northwest	9	7.6	1	2	--	--	--	1	--	2	2	1
City Southeast	7	5.9	1	--	1	--	--	1	--	--	--	4
City Southwest	4	3.4	--	--	3	--	--	1	--	--	--	--
Suburban Northeast	10	8.4	2	--	--	--	--	2	--	3	2	1
Suburban Northwest	1	0.8	--	--	--	--	--	--	1	--	--	--
Suburban Southeast	2	1.7	--	--	--	--	--	1	--	--	1	--
Suburban Southwest	3	2.5	--	--	1	1	--	--	--	1	--	--
First Residence	2	1.7	--	--	--	--	--	1	1	--	--	--
Unknown	---	----	--	--	--	--	--	--	--	--	--	--
TOTAL	119	100.1	12	6	8	1	2	30	3	31	9	17

TABLE XL

FAMILIES BY INTENTION TO MOVE SHOWING ORIGIN OF FAMILIES BY COST OF HOUSING

Housing Cost	Total No.	Total %	Number of Families Who Would Move With An Out-of-Town Prior Residence A	B	C	D	E	F	G	H	I	J
Less than $60	1	1.7	--	--	1	--	--	--	--	--	--	--
$60-74	13	22.4	--	2	--	--	--	--	--	3	1	7
$75-89	7	12.1	--	1	--	--	--	--	--	6	--	--
$90-99	6	10.3	3	--	--	--	--	--	--	3	--	--
$100-114	19	32.8	3	--	1	--	--	10	--	5	--	--
$115-124	5	8.6	--	--	--	--	--	4	--	1	--	--
$125-149	3	5.2	1	--	--	--	1	1	--	--	--	--
$150 or More	1	1.7	--	--	--	--	1	--	--	--	--	--
Unknown	3	5.2	1	--	--	--	--	--	1	--	1	--
TOTAL	58	100.0	8	3	2	--	2	15	1	18	2	7

(Continued)

TABLE XL (Continued)

FAMILIES BY INTENTION TO MOVE SHOWING ORIGIN OF FAMILIES BY COST OF HOUSING

Housing Cost	Total No.	Total %	Number of Families Who Would Move With An In-Town Prior Residence A	B	C	D	E	F	G	H	I	J
Less than $60	3	4.9	--	--	--	--	--	--	--	--	1	2
$60-74	18	29.5	--	3	2	--	--	--	1	3	1	8
$75-89	7	11.5	1	--	1	--	--	--	--	2	3	--
$90-99	9	14.8	--	--	2	--	--	1	--	5	1	--
$100-114	11	18.0	2	--	--	--	--	6	--	2	1	--
$115-124	6	9.8	1	--	--	--	--	5	--	--	--	--
$125-149	3	4.9	--	--	--	--	--	2	1	--	--	--
$150 or More	1	1.6	--	--	--	--	--	1	--	--	--	--
Unknown	3	4.9	--	--	1	1	--	--	--	1	--	--
TOTAL	61	99.9	4	3	6	1	--	15	2	13	7	10
GRAND TOTAL	119		12	6	8	1	2	30	3	31	9	17

(Continued)

TABLE XL (Continued)

FAMILIES BY INTENTION TO MOVE SHOWING ORIGIN OF FAMILIES BY COST OF HOUSING

Housing Cost	Total No.	Total %	Number of Families Who Would Not Move With An Out-of-Town Prior Residence A	B	C	D	E	F	G	H	I	J
Less than $60	7	9.6	--	1	2	1	--	--	--	--	2	1
$60-74	12	16.4	3	3	--	--	--	--	--	1	--	5
$75-89	14	19.2	2	2	2	--	--	1	--	6	1	--
$90-99	5	6.8	1	1	--	--	--	--	2	1	--	--
$100-114	18	24.7	6	--	2	--	3	--	1	6	--	--
$115-124	9	12.3	--	--	--	--	2	5	2	--	--	--
$125-149	--	--	--	--	--	--	--	--	--	--	--	--
$150 or More	1	1.4	--	--	--	--	1	--	--	--	--	--
Unknown	7	9.6	--	1	1	1	3	1	--	--	--	--
TOTAL	73	100.0	12	8	7	2	9	7	5	14	3	6

(Continued)

TABLE XL (Continued)

FAMILIES BY INTENTION TO MOVE SHOWING ORIGIN OF FAMILIES BY COST OF HOUSING

Housing Cost	Total No.	Total %	Number of Families Who Would Not Move With An In-Town Prior Residence A	B	C	D	E	F	G	H	I	J
Less than $60	33	13.3	3	2	5	15	1	--	1	--	5	1
$60-74	51	20.6	4	15	3	1	7	1	--	3	2	15
$75-89	50	20.2	8	9	11	--	4	5	--	4	9	--
$90-99	18	7.3	4	2	2	5	--	2	1	2	--	--
$100-114	26	10.5	7	1	5	1	1	7	--	4	--	--
$115-124	8	3.2	2	--	3	--	1	2	--	--	--	--
$125-149	10	4.0	--	2	1	--	4	1	2	--	--	--
$150 or More	7	2.8	1	--	--	--	6	--	--	--	--	--
Unknown	45	18.1	5	5	16	5	5	--	1	3	3	2
TOTAL	248	99.8	34	36	46	27	29	18	5	16	19	18
GRAND TOTAL	321		46	44	53	29	38	25	10	30	22	24

TABLE XLI

FAMILIES BY INTENTION TO MOVE BY PRIOR RESIDENCE BY
MONTHLY HOUSING COST BY STUDY AREAS

Housing Cost	Total No.	Total %	Number of Families Who Would Not Move With An Out-of-Town Prior Residence A	B	C	D	E	F	G	H	I	J
Less than $60	7	9.6	--	1	2	1	--	--	--	--	2	1
$60-74	12	16.4	3	3	--	--	--	--	--	1	--	5
$75-89	14	19.2	2	2	2	--	--	1	--	6	1	--
$90-99	5	6.8	1	1	--	--	--	--	2	1	--	--
$100-114	18	24.7	6	--	2	--	3	--	1	6	--	--
$115-124	9	12.3	--	--	--	--	2	5	2	--	--	--
$125-149	--	----	--	--	--	--	--	--	--	--	--	--
$150 or More	1	1.4	--	--	--	--	1	--	--	--	--	--
Unknown	7	9.6	--	1	1	1	3	1	--	--	--	--
TOTAL	73	100.0	12	8	7	2	9	7	5	14	3	6

(Continued)

TABLE XLI (Continued)

FAMILIES BY INTENTION TO MOVE BY PRIOR RESIDENCE BY
MONTHLY HOUSING COST BY STUDY AREAS

Housing Cost	Total No.	Total %	Number of Families Who Would Not Move With an In-Town Prior Residence A	B	C	D	E	F	G	H	I	J
Less than $60	33	13.3	3	2	5	15	1	--	1	--	5	1
$60-74	51	20.6	4	15	3	1	7	1	--	3	2	15
$75-89	50	20.2	8	9	11	--	4	5	--	4	9	--
$90-99	18	7.3	4	2	2	5	--	2	1	2	--	--
$100-114	26	10.5	7	1	5	1	1	7	--	4	--	--
$115-124	8	3.2	2	--	3	--	1	2	--	--	--	--
$125-149	10	4.0	--	2	1	--	4	1	2	--	--	--
$150 or More	7	2.8	1	--	--	--	6	--	--	--	--	--
Unknown	45	18.1	5	5	16	5	5	--	1	3	3	2
TOTAL	248	100.0	34	36	46	27	29	18	5	16	19	18
GRAND TOTAL	321		46	44	53	29	38	25	10	30	22	24

(Continued)

TABLE XLI (Continued)

FAMILIES BY INTENTION TO MOVE BY PRIOR RESIDENCE BY
MONTHLY HOUSING COST BY STUDY AREAS

Housing Cost	Total No.	Total %	Number of Families Who Would Move With An Out-of-Town Prior Residence A	B	C	D	E	F	G	H	I	J
Less than $60	1	1.7	--	--	1	--	--	--	--	--	--	--
$60-74	13	22.4	--	2	--	--	--	--	--	3	1	7
$75-89	7	12.1	--	1	--	--	--	--	--	6	--	--
$90-99	6	10.3	3	--	--	--	--	--	--	3	--	--
$100-114	19	32.8	3	--	1	--	--	10	--	5	--	--
$115-124	5	8.6	--	--	--	--	--	4	--	1	--	--
$125-149	3	5.2	1	--	--	--	1	1	--	--	--	--
$150 or More	1	1.7	--	--	--	--	1	--	--	--	--	--
Unknown	3	5.2	1	--	--	--	--	--	1	--	1	--
TOTAL	58	100.0	8	3	2	--	2	15	1	18	2	7

(Continued)

TABLE XLI (Continued)

FAMILIES BY INTENTION TO MOVE BY PRIOR RESIDENCE BY
MONTHLY HOUSING COST BY STUDY AREAS

Housing Cost	Total No.	Total %	Number of Families Who Would Move With An In-Town Prior Residence A	B	C	D	E	F	G	H	I	J
Less than $60	3	4.9	--	--	--	--	--	--	--	--	1	2
$60-74	18	29.5	--	3	2	--	--	--	1	3	1	8
$75-89	7	11.5	1	--	1	--	--	--	--	2	3	--
$90-99	9	14.8	--	--	2	--	--	1	--	5	1	--
$100-114	11	18.0	2	--	--	--	--	6	--	2	1	--
$115-124	6	9.8	1	--	--	--	--	5	--	--	--	--
$125-149	3	4.9	--	--	--	--	--	2	1	--	--	--
$150 or More	1	1.6	--	--	--	--	--	1	--	--	--	--
Unknown	3	4.9	--	--	1	1	--	--	--	1	--	--
TOTAL	61	99.9	4	3	6	1	--	15	2	13	7	10
GRAND TOTAL	119		12	6	8	1	2	30	3	31	9	17

TABLE XLII

FAMILIES BY INTENTION TO MOVE BY DEGREE OF SATISFACTION BY AREAS

Degree of Satisfaction	Total		Number of Families Who Would Not Move									
	No.	%	A	B	C	D	E	F	G	H	I	J
Satisfied	273	85.0	44	40	48	16	35	25	10	18	17	20
Not Satisfied	36	11.2	2	--	5	9	3	--	--	10	5	2
Undecided	12	3.7	--	4	--	4	--	--	--	2	--	2
TOTAL	321	99.9	46	44	53	29	38	25	10	30	22	24

Degree of Satisfaction	Total		Number of Families Who Would Move									
	No.	%	A	B	C	D	E	F	G	H	I	J
Satisfied	45	37.8	4	2	1	1	2	20	2	8	3	2
Not Satisfied	74	62.2	8	4	7	--	--	10	1	23	6	15
Undecided	---	----	--	--	--	--	--	--	--	--	--	--
TOTAL	119	100.0	12	6	8	1	2	30	3	31	9	17

TABLE XLIII

FAMILIES BY INTENTION TO MOVE BY DEGREE OF SATISFACTION WITH LOCATIONAL CONVENIENCE TO PLACE OF BASIC ACTIVITY BY STUDY AREAS

Degree of Satisfaction	Total No.	Total %	Number of Families Who Would Not Move A	B	C	D	E	F	G	H	I	J
Satisfactory												
School Convenience	52	26.0	12	3	12	2	11	5	3	2	1	1
Shopping Facilities Good	64	32.0	17	9	14	2	3	12	1	3	1	2
Transportation Adequate	62	31.0	11	5	15	4	13	4	--	6	3	1
Work Convenience	22	11.0	2	2	6	--	4	2	--	2	2	2
TOTAL	200	100.0	42	19	47	8	31	23	4	13	7	6
Unsatisfactory*												
School Inconvenience	15	7.8	1	4	3	1	1	--	--	2	1	2
Shopping Inconvenience	55	28.6	10	5	4	11	7	--	--	7	8	3
Transportation Poor	122	63.5	18	22	10	22	6	13	4	9	10	8
Sub-Total	192	99.9	29	31	17	34	14	13	4	18	19	13
TOTAL RESPONDENTS	321		46	44	53	29	38	25	10	30	22	24

(Continued)

TABLE XLIII (Continued)

FAMILIES BY INTENTION TO MOVE BY DEGREE OF SATISFACTION WITH LOCATIONAL CONVENIENCE TO PLACE OF BASIC ACTIVITY BY STUDY AREAS

Degree of Satisfaction	Total No.	Total %	Number of Families Who Would Move A	B	C	D	E	F	G	H	I	J
Satisfactory												
School Convenience	10	16.1	--	--	2	--	--	3	2	2	1	--
Shopping Facilities Good	27	43.5	5	1	2	--	--	15	--	1	--	3
Transportation Adequate	15	24.2	4	--	1	--	--	5	--	2	--	3
Work Convenience	10	16.1	2	--	3	--	--	1	--	3	1	--
TOTAL	62	99.9	11	1	8	--	--	24	2	8	2	6
Unsatisfactory*												
School Inconvenience	13	15.9	--	1	2	--	--	--	--	6	3	1
Shopping Inconvenience	23	28.0	2	2	3	--	--	1	--	9	3	3
Transportation Poor	46	56.1	2	5	2	--	1	10	2	12	4	8
Sub-Total	82	100.0	4	8	7	--	1	11	2	27	10	12
TOTAL RESPONDENTS	119		12	6	8	1	2	30	3	31	9	17
GRAND TOTAL	440		58	50	61	30	40	55	13	61	31	41

*Insufficient dislikes were mentioned with relation to work convenience to warrant separate tabulation.

TABLE XLIV

FAMILIES BY INTENTION TO MOVE BY DEGREE OF SATISFACTION BY DISTANCE TO PLACES OF BASIC ACTIVITY BY AREAS

Item	Total		Number of Families Who Would Not Move									
Satisfactory	No.	%	A	B	C	D	E	F	G	H	I	J
School Conveniences	52	26.0	12	3	12	2	11	5	3	2	1	1
Shopping Facilities Good	64	32.0	17	9	14	2	3	12	1	3	1	2
Transportation Adequate	62	31.0	11	5	15	4	13	4	--	6	3	1
Work Convenience	22	11.0	2	2	6	--	4	2	--	2	2	2
TOTAL	200	100.0	42	19	47	8	31	23	4	13	7	6
Unsatisfactory*												
School Inconvenience	15	7.8	1	4	3	1	1	--	--	2	1	2
Shopping Inconvenience	55	28.6	10	5	4	11	7	--	--	7	8	3
Transportation Poor	122	63.5	18	22	10	22	6	13	4	9	10	8
Sub-Total	192	99.9	29	31	17	34	14	13	4	18	19	13
TOTAL RESPONDENTS	321		46	44	53	29	38	25	10	30	22	24

(Continued)

TABLE XLIV (Continued)

FAMILIES BY INTENTION TO MOVE BY DEGREE OF SATISFACTION BY DISTANCE TO PLACES OF BASIC ACTIVITY BY AREAS

Item	Total		Number of Families Who Would Move									
Satisfactory	No.	%	A	B	C	D	E	F	G	H	I	J
School Convenience	10	16.1	--	--	2	--	--	3	2	2	1	--
Shopping Facilities Good	27	43.5	5	1	2	--	--	15	--	1	--	3
Transportation Adequate	15	24.2	4	--	1	--	--	5	--	2	--	3
Work Convenience	10	16.1	2	--	3	--	--	1	--	3	1	--
TOTAL	62	99.9	11	1	8	--	--	24	2	8	2	6
Unsatisfactory*												
School Inconvenience	13	15.9	--	1	2	--	--	--	--	6	3	1
Shopping Inconvenience	23	28.0	2	2	3	--	--	1	--	9	3	3
Transportation Poor	46	56.1	2	5	2	--	1	10	2	12	4	8
Sub-Total	82	100.0	4	8	7	--	1	11	2	27	10	12
TOTAL RESPONDENTS	119		12	6	8	1	2	30	3	31	9	17
GRAND TOTAL	440		58	50	61	30	40	55	13	61	31	41

*Insufficient dislikes were mentioned with relation to work convenience to warrant separate tabulation.

TABLE XLV

FAMILIES BY INTENTIONS TO MOVE BY NEARNESS TO PLACES OF BASIC ACTIVITY BY AREAS

Distance to Work (miles)	Total No.	Total %	Number of Families Who Would Not Move A	B	C	D	E	F	G	H	I	J
Less than one	10	3.1	1	2	--	1	1	1	--	--	1	--
One to two	16	5.0	2	1	6	--	1	2	--	2	--	1
Three to four	48	15.0	1	8	9	4	14	2	--	1	--	1
Five to seven	138	43.0	15	17	23	9	18	13	2	2	3	5
Eight to eleven	62	19.3	10	3	6	2	--	--	4	8	4	7
Twelve to fifteen	20	6.2	1	2	--	--	--	--	--	2	1	2
Over fifteen	12	3.7	1	1	2	--	2	--	--	1	2	--
Varies	55	17.1	9	3	4	3	2	4	--	5	2	--
Don't know	68	21.2	6	6	3	10	--	3	2	6	9	3
Other	11	3.4	--	1	--	--	--	--	2	3	--	5
Transportation* (blocks)												
Less than one	75	23.4	6	4	25	4	12	--	7	5	--	12
One to four	157	48.9	24	15	26	14	22	17	2	20	6	11
Five to eight	32	10.0	3	12	2	10	2	2	--	1	--	--
Nine or more	29	9.0	4	13	--	1	2	4	1	3	--	1
Don't know	28	8.7	9	--	--	--	--	2	--	1	15	--
Shop (miles)												
Less than one-half	55	17.1	7	4	8	4	--	15	1	3	--	13
One-half to one	79	24.6	23	11	15	4	6	8	2	8	--	2
One to two	93	29.0	9	16	18	4	19	1	5	2	17	2
Three to four	45	14.0	4	7	4	4	8	--	--	9	5	4
Five or more	22	6.9	1	5	6	2	3	--	--	3	--	2
Varies	10	3.1	--	--	1	2	2	1	2	1	--	1
Don't know	17	5.3	2	1	1	9	--	--	--	4	--	--
School (miles)												
Less than one-half	9	7.1	3	--	1	--	--	4	--	1	--	--
One-half to one	27	21.3	2	--	8	4	11	1	1	--	--	--
One to two	24	18.9	3	3	4	2	5	1	1	3	1	1
Three to four	13	10.2	2	4	4	--	1	--	--	2	--	--
Five or more	11	8.7	--	4	--	--	1	1	--	3	--	2
Don't know	43	33.9	4	5	4	10	1	2	3	5	5	4
Sub-Total	127		14	16	21	16	19	9	5	14	6	7
TOTAL NUMBER OF FAMILIES WHO WOULD NOT MOVE	321		46	44	53	29	38	25	10	30	22	24

(continued)

TABLE XLV (Continued)

FAMILIES BY INTENTIONS TO MOVE BY NEARNESS TO PLACES OF BASIC ACTIVITY BY AREAS

Distance to Work (miles)	Total No.	Total %	Number of Families Who Would Move A	B	C	D	E	F	G	H	I	J
Less than one	3	2.5	1	1	--	--	--	--	--	1	--	--
One to two	1	0.8	--	--	--	--	--	--	--	1	--	--
Three to four	8	6.7	1	--	1	--	--	4	--	2	--	--
Five to seven	31	26.1	3	2	2	--	--	17	--	1	--	6
Eight to eleven	18	15.1	--	1	1	--	--	1	3	5	2	5
Twelve to fifteen	12	10.1	--	--	--	--	--	1	--	9	--	2
Over fifteen	3	2.5	1	---	--	--	1	--	--	1	--	--
Varies	23	19.3	5	1	1	--	--	5	--	7	2	2
Don't know	20	16.8	1	1	3	1	1	2	--	4	5	2
Other	--	----	--	--	--	--	--	--	--	--	--	--
Transportation* (blocks)												
Less than one	18	15.1	1	--	3	--	1	1	2	5	--	5
One to four	69	58.0	10	1	3	--	1	19	--	21	3	11
Five to eight	11	9.2	--	2	--	--	--	4	1	4	--	--
Nine or more	9	7.6	--	3	1	1	--	3	--	1	--	--
Don't know	12	10.1	1	--	1	--	--	3	--	--	6	1
Shop (miles)												
Less than one-half	30	25.2	6	1	--	--	1	13	--	1	--	8
One-half to one	33	27.7	2	--	1	1	--	15	--	12	--	2
One to two	21	17.6	2	3	3	--	1	2	2	1	6	1
Three to four	17	14.3	2	--	2	--	--	--	--	8	2	2
Five or more	12	10.1	--	1	1	--	--	--	--	7	1	2
Varies	3	2.5	--	--	1	--	--	--	1	--	--	1
Don't know	3	2.5	--	1	--	--	--	--	--	2	--	--
School (miles)												
Less than one-half	10	22.2	--	--	--	--	--	6	--	4	--	--
One-half to one	5	11.1	--	--	1	1	--	--	--	1	--	2
One to two	12	26.7	1	--	1	--	1	4	3	--	1	1
Three to four	3	6.7	--	1	--	--	1	--	--	1	--	--
Five or more	3	6.7	--	1	--	--	--	--	--	1	--	1
Don't know	12	26.7	2	--	1	--	--	1	--	2	3	3
Sub-Total	45		3	2	3	1	2	11	3	9	4	7
TOTAL NUMBER OF FAMILIES WHO WOULD MOVE	119		12	6	8	1	2	30	3	31	9	17
TOTAL RESPONDENTS	440		58	50	61	30	40	55	13	61	31	41

*Eight blocks equals one mile.

TABLE XLVI

FAMILIES BY AREAS TO WHICH THEY WOULD MOVE IF A CHANGE WERE MADE

Would Move to	Total		Number of Families									
	No.	%	A	B	C	D	E	F	G	H	I	J
Same area	95	38.0	17	12	18	8	16	5	9	6	2	2
Northeast	58	23.2	9	6	2	--	1	15	--	18	2	5
North	28	11.2	1	2	2	--	1	12	--	9	--	1
Southwest	15	6.0	1	2	6	1	--	1	--	1	1	2
East	15	6.0	5	1	--	--	--	--	--	3	--	6
Northwest	14	5.6	1	--	--	--	--	6	--	5	1	1
Southeast	6	2.4	--	1	--	1	--	--	--	--	--	4
West	2	0.8	--	--	--	2	--	--	--	--	--	--
South	1	0.4	1	--	--	--	--	--	--	--	--	--
Other	16	6.4	5	1	2	1	--	3	--	--	1	3
TOTAL	250	100.0	40	25	30	13	18	42	9	42	7	24

TABLE XLVII

LOCATION OF EMPLOYMENT OF RESIDENTS BY STUDY AREAS*

Employment Location	Total		Number of Employed									
	No.	%	A	B	C	D	E	F	G	H	I	J
Downtown	219	49.8	28	22	27	12	21	33	7	32	17	20
Near side of town	88	20.0	12	11	8	6	10	9	5	12	7	8
Across town	64	14.5	8	12	19	10	6	2	--	--	3	4
Various locations	42	9.5	10	4	4	2	--	7	--	10	4	1
Other	27	6.1	--	1	3	--	3	4	1	7	--	8
TOTAL	440	99.9	58	50	61	30	40	55	13	61	31	41

*Only the principal worker in each family included.

TABLE XLVIII

FAMILIES BY NUMBER OF WORKERS BY AREAS

Number of Workers	Total No.	Total %	Number of Families A	B	C	D	E	F	G	H	I	J
One	398	90.5	55	47	56	20	35	52	13	54	29	37
Two or more	33	7.5	3	2	3	8	5	3	--	5	2	2
Other	9	2.0	--	1	2	2	--	--	--	2	--	2
TOTAL	440	100.0	58	50	61	30	40	55	13	61	31	41

TABLE IL

FAMILIES BY OCCUPATION OF PRINCIPAL WORKER BY AREAS

Occupation	Total No.	Total %	Number of Families A	B	C	D	E	F	G	H	I	J
Proprietors and Managers	83	18.9	12	9	17	--	13	10	4	13	2	3
Salesmen and Clerks	66	15.0	8	7	11	--	4	17	2	12	--	5
Professional	45	10.3	11	--	--	2	9	9	3	10	--	1
Foremen and Skilled Crafts	42	9.5	6	11	10	4	3	--	2	1	1	4
Operators	35	8.0	1	6	7	6	1	--	--	2	3	9
Semi-Professional	32	7.3	3	5	4	--	1	4	2	3	6	4
Bookkeepers and Stenographers	23	5.2	--	2	3	--	8	4	--	4	--	2
Unskilled	16	3.6	2	1	2	11	--	--	--	--	--	--
Other	98	22.3	15	9	7	7	1	11	--	16	19	13
TOTAL	440	100.1	58	50	61	30	40	55	13	61	31	41

TABLE L

PRINCIPAL WORKERS BY KIND OF TRANSPORTATION TO WORK BY AREAS

Kind of Transportation	Total		Number of Families									
	No.	%	A	B	C	D	E	F	G	H	I	J
Private car	287	65.2	44	35	44	9	26	43	6	32	26	22
Public transportation	79	18.0	7	4	11	17	12	5	2	13	3	6
Various	38	8.6	4	3	4	2	1	1	2	7	2	12
Riding Group	21	4.8	3	5	2	--	--	4	--	6	--	1
Other	15	3.4	--	3	--	2	1	3	3	3	--	--
TOTAL	440	100.0	58	50	61	30	40	55	13	61	31	41

TABLE LI

WORKERS BY TIME REQUIRED TO GET TO WORK BY AREAS

Time	Total No.	Total %	Number of Families A	B	C	D	E	F	G	H	I	J
Under 15 minutes	61	13.9	5	7	11	2	14	6	1	6	5	4
15-24 minutes	111	25.2	9	19	18	3	11	27	5	6	2	11
25-44 minutes	124	28.2	25	13	17	5	10	11	2	14	11	16
45-59 minutes	62	14.1	5	3	7	12	2	1	3	20	8	1
Over 1 hour	10	2.3	3	2	--	3	--	1	--	--	1	--
Variable	41	9.3	8	2	4	2	2	8	--	9	4	2
Retired	4	0.9	--	1	--	--	--	--	2	1	--	--
Unable to answer	27	6.1	3	3	4	3	1	1	--	5	--	7
TOTAL	440	100.0	58	50	61	30	40	55	13	61	31	41
Median Time* (minutes)	27		33	23	24	49	19	21	25	41	38	26

*Only significant replies used in computing medians.

TABLE LII

MEDIAN TIME REQUIRED TO GET TO WORK FOR ALL WORKERS, WORKERS FORMERLY LIVING IN THE METROPOLITAN AREA AND WORKERS FORMERLY LIVING OUTSIDE THE METROPOLITAN AREA, BY STUDY AREAS

Former Residence of Workers	Total	Median Time Required to Get to Work* (minutes)									
		A	B	C	D	E	F	G	H	I	J
Metropolitan Area	27	33	23	22	48	18	22	20	40	36	28
Outside Area	27	32	22	32	60	32	20	50	42	52	22
TOTAL OF ALL WORKERS	27	33	23	24	49	19	21	25	41	38	26

*Only significant answers were used in computing medians.

TABLE LIII

NUMBER OF FAMILIES BY DISTANCE TO JOB LOCATIONS BY AREAS

Distance (miles)	Total		Number of Workers									
	No.	%	A	B	C	D	E	F	G	H	I	J
Under 1	10	2.3	2	3	--	1	1	1	--	1	1	--
1-2	16	3.6	2	1	6	--	1	2	--	3	--	1
3-4	48	10.9	2	8	10	4	14	6	--	3	--	1
5-7	138	31.4	18	19	25	9	18	30	2	3	3	11
8-11	62	14.1	10	4	7	2	--	1	7	13	6	12
12-15	20	4.5	1	2	--	--	--	1	--	11	1	4
Over 15	12	2.7	2	1	2	--	3	--	--	2	2	--
Varies	55	12.5	11	7	5	3	2	9	--	12	4	2
Other	11	2.5	--	1	--	--	--	--	2	3	--	5
Don't Know	68	15.5	10	4	6	11	1	5	2	10	14	5
TOTAL	440	100.0	58	50	61	30	40	55	13	61	31	41
Median Distance* (miles)	6.6		7.0	6.0	6.0	5.9	5.3	6.0	9.0	9.7	9.2	8.4

*Only significant replies used in computing medians.

TABLE LIV

MEDIAN DISTANCE TO WORK FOR ALL WORKERS, WORKERS FORMERLY LIVING IN THE METROPOLITAN AREA, AND WORKERS FORMERLY LIVING OUTSIDE THE METROPOLITAN AREA, BY STUDY AREAS

Former Residence of Workers	Total	Median Distances to Work* (miles)									
		A	B	C	D	E	F	G	H	I	J
Metropolitan Area	6.6	7.5	6.1	5.9	6.1	5.0	6.1	9.0	10.0	9.1	8.4
Outside Area	6.7	5.8	5.8	6.2	3.9	6.4	6.0	8.9	9.6	9.4	7.4
TOTAL OF ALL WORKERS	6.6	7.0	6.0	6.0	5.9	5.3	6.0	9.0	9.7	9.2	8.4

*Only significant answers were used in computing medians.

TABLE LV

FAMILIES WITH CHILDREN OF SCHOOL AGE BY AREAS

Item	Total No.	Total %	Number of Families with School Aged Children A	B	C	D	E	F	G	H	I	J
With school children	172	39.1	17	18	24	17	21	20	8	23	10	14
Without school children	268	60.9	41	32	37	13	19	35	5	38	21	27
TOTAL	440	100.0	58	50	61	30	40	55	13	61	31	41

TABLE LVI

FAMILIES WITH SCHOOL CHILDREN BY TYPE OF TRANSPORTATION TO SCHOOL BY AREAS

Type of Transportation	Total		Families with School-Aged Children									
	No.	%	A	B	C	D	E	F	G	H	I	J
Public	68	39.5	9	16	12	6	5	--	4	10	6	--
Walk	40	23.3	2	--	3	11	4	13	--	7	--	--
Private Car	24	14.0	1	1	5	--	3	4	3	3	3	1
Riding Group	27	15.7	1	--	3	--	7	1	1	1	--	13
Other	13	7.6	4	1	1	--	2	2	--	2	1	--
TOTAL	172	100.0	17	18	24	17	21	20	8	23	10	14

TABLE LVII

FAMILIES WITH SCHOOL CHILDREN BY TIME REQUIRED TO GET TO SCHOOL BY AREAS

Time in Minutes	Total No.	Total %	Number of Families with School-Aged Children A	B	C	D	E	F	G	H	I	J
Under 11	55	32.0	7	--	5	1	10	13	5	7	3	1
11-15	31	18.0	4	6	7	5	2	2	--	2	1	2
16-20	16	9.3	2	2	2	2	3	--	--	4	--	1
21-25	4	2.3	--	--	1	2	--	1	--	--	--	--
26-30	21	12.2	1	4	1	5	2	1	1	2	3	1
31-35	2	1.2	--	--	--	--	1	--	--	--	--	1
36-40	4	2.3	--	1	1	--	--	--	--	2	--	--
41-45	3	1.7	--	2	--	--	--	--	--	--	--	1
Over 46	6	3.5	--	1	--	2	1	--	--	1	1	--
Don't Know	30	17.4	3	2	7	--	2	3	2	5	2	4
TOTAL	172	99.9	17	18	24	17	21	20	8	23	10	14
Median*(minutes)	13		10	20	13	22	10	7	6	15	15	13

*Only significant replies used in computing medians.

TABLE LVIII

FAMILIES WITH SCHOOL CHILDREN BY PRIOR RESIDENCE BY TIME REQUIRED TO GET TO SCHOOL BY STUDY AREAS

Time to School (minutes)	Total No.	Total %	Number of Families Originating From Out-of-Town A	B	C	D	E	F	G	H	I	J
5-10	18	31.6	1	--	--	--	3	6	2	4	--	2
11-15	4	7.0	1	--	2	--	--	1	--	--	--	--
16-20	7	12.3	--	1	1	--	2	--	--	2	--	1
21-25	1	1.8	--	--	1	--	--	--	--	--	--	--
26-30	8	14.0	1	2	--	--	1	--	--	2	2	--
31-35	--	--	--	--	--	--	--	--	--	--	--	--
36-40	1	1.8	--	--	--	--	--	--	--	1	--	--
41-45	--	--	--	--	--	--	--	--	--	--	--	--
Over 45	2	3.5	--	1	--	--	--	--	--	1	--	--
Unknown	16	28.1	3	--	1	--	--	3	2	3	2	2
TOTAL	57	100.1	6	4	5	0	6	10	4	13	4	5
Median Time*	17.0		12.5	27.3	15.0	--	10.0	7.7	5.0	21.3	28.0	8.6

(Continued)

TABLE LVIII (Continued)

FAMILIES WITH SCHOOL CHILDREN BY PRIOR RESIDENCE BY TIME REQUIRED TO GET TO SCHOOL BY STUDY AREAS

Time to School (minutes)	Total No.	Total %	Number of Families With School Children From In-Town A	B	C	D	E	F	G	H	I	J
Under 11	37	31.2	6	--	5	1	7	7	3	3	3	2
11-15	27	23.5	3	6	5	5	2	1	--	2	1	2
16-20	9	7.8	2	1	1	2	1	--	--	2	--	--
21-25	3	2.6	--	--	--	2	--	1	--	--	--	--
26-30	13	11.3	--	2	1	5	1	1	1	--	1	1
31-35	2	1.7	--	--	--	--	1	--	--	--	--	1
36-40	3	2.6	--	1	1	--	--	--	--	1	--	--
41-45	3	2.6	--	2	--	--	--	--	--	--	--	1
Over 45	4	3.5	--	--	--	2	1	--	--	--	1	--
Don't Know	14	12.2	--	2	6	--	2	--	--	2	--	2
TOTAL	115	100.0	11	14	19	18	15	10	4	10	6	9
GRAND TOTAL	172		17	18	24	17	21	20	8	23	10	14
Median time*	13.4		8.3	15.0	12.5	21.5	9.4	7.1	6.7	13.5	10.0	13.8

*Only significant replies used in computing medians.

TABLE LIX

FAMILIES WITH SCHOOL CHILDREN BY DISTANCE FROM HOME TO SCHOOL BY AREAS

Distance	Total No.	Total %	Number of Families With School-Aged Children A	B	C	D	E	F	G	H	I	J
Under ½ mile	19	11.0	3	--	1	--	--	10	--	5	--	--
½ to 1 mile	32	18.6	2	--	9	5	11	1	1	1	--	2
1 to 2 miles	36	20.9	4	3	5	2	6	5	4	3	2	2
3 to 4 miles	16	9.3	2	5	4	--	2	--	--	3	--	--
5 miles or more	14	8.1	--	5	--	--	1	1	--	4	--	3
Unable to answer	55	32.0	6	5	5	10	1	3	3	7	8	7
TOTAL	172	99.9	17	18	24	17	21	20	8	23	10	14
Median Distances* (miles)	1.2		1.2	4.3	0.9	0.8	0.8	0.4	1.7	2.2	2.0	2.4

*Only significant replies used in computing medians.

TABLE LX

FAMILIES WITH SCHOOL CHILDREN BY PRIOR RESIDENCE BY DISTANCE TO SCHOOL BY STUDY AREAS

Distance (miles)	Total		Number of Families With School Children From Out-of-Town									
	No.	%	A	B	C	D	E	F	G	H	I	J
Under $\frac{1}{2}$	8	14.0	1	--	--	--	--	5	--	2	--	--
$\frac{1}{2}$-1	9	15.8	--	--	2	--	4	--	1	1	--	1
1-2	8	14.0	--	--	--	--	1	2	1	2	1	1
3-4	6	10.5	--	2	2	--	1	--	--	1	--	--
5 or More	4	7.0	--	1	--	--	--	--	--	3	--	--
Don't Know	22	38.6	5	1	1	--	--	3	2	4	3	3
TOTAL	57	99.9	6	4	5	0	6	10	4	13	4	5
Median Distance*	1.8		$\frac{1}{2}$-	3.0	1.0	--	0.9	0.5	1.0	1.5	2.0	1.0

(Continued)

TABLE LX (Continued)

FAMILIES WITH SCHOOL CHILDREN BY PRIOR RESIDENCE BY DISTANCE TO SCHOOL BY STUDY AREAS

Distance (miles)	Total No.	Total %	Number of Families With School Children From In-Town A	B	C	D	E	F	G	H	I	J
Under $\frac{1}{2}$	11	9.6	2	--	1	--	--	5	--	3	--	--
$\frac{1}{2}$-1	23	20.0	2	--	7	5	7	1	--	--	--	1
1-2	28	24.3	4	3	5	2	5	3	3	1	1	1
3-4	10	8.7	2	3	2	--	1	--	--	2	--	--
5 or More	10	8.7	--	4	--	--	1	1	--	1	--	3
Don't Know	33	28.7	1	4	4	10	1	--	1	3	5	4
TOTAL	115	100.0	11	14	19	17	15	10	4	10	6	9
GRAND TOTAL	172		17	18	24	17	21	20	8	23	10	14
Median Distance*	1.5		1.5	4.3	1.0	0.8	1.0	0.5	2.0	2.0	2.0	5.0

*Only significant replies used in computing medians.

TABLE LXI

FAMILIES BY DISTANCE TO SHOPPING BY AREAS

Distance in Miles	Total No.	Total %	Number of Families A	B	C	D	E	F	G	H	I	J
Under ½ mile	85	19.3	13	5	8	4	1	28	1	4	--	21
½-1	112	25.5	25	11	16	5	6	23	2	20	--	4
1-2	114	25.9	11	19	21	4	20	3	7	3	23	3
3-4	62	14.1	6	7	6	4	8	--	--	17	7	7
5 or more	34	7.7	1	6	7	2	3	--	--	10	1	4
Varies	13	2.9	--	--	2	2	2	1	3	1	--	2
Don't Know	20	4.5	2	2	1	9	--	--	--	6	--	--
TOTAL	440	99.9	58	50	61	30	40	55	13	61	31	41
Median*(miles)	1.1		0.7	1.7	1.4	1.2	2.1	0.4	1.5	2.9	2.2	0.4

*Only significant replies used in computing medians.

TABLE LXII

FAMILIES BY TYPE OF TRANSPORTATION FOR SHOPPING BY AREAS

Type of Transportation	Total No.	Total %	Number of Families A	B	C	D	E	F	G	H	I	J
Private Car	338	76.8	45	40	57	8	34	44	13	45	27	25
Walk	34	7.7	2	5	1	2	--	10	--	1	--	13
Public Transportation	19	4.3	--	1	--	9	1	--	--	6	2	--
Riding Group	16	3.6	1	2	--	2	4	1	--	3	2	1
Other	33	7.5	10	2	3	9	1	--	--	6	--	2
TOTAL	440	99.9	58	50	61	30	40	55	13	61	31	41

TABLE LXIII

FAMILIES BY FREQUENCY OF SHOPPING TRIPS BY AREAS

Frequency of Shopping Trips	Total		Number of Families									
	No.	%	A	B	C	D	E	F	G	H	I	J
Less than once a week	16	3.6	2	3	3	2	3	--	--	2	--	1
Once a week	223	50.7	32	31	32	14	18	22	5	27	24	18
Twice a week	86	19.5	9	9	13	3	8	13	1	18	5	7
3 times a week	56	12.7	7	2	7	--	6	16	5	5	1	7
Over 3 times a week	30	6.8	1	2	3	2	3	3	1	7	1	7
Varies	25	5.7	3	3	3	9	2	1	1	2	--	1
Don't Know	4	0.9	4	--	--	--	--	--	--	--	--	--
TOTAL	440	99.9	58	50	61	30	40	55	13	61	31	41
Median* (times a week)	1		1	1	1	1	1	2	2	2	1	2

*Only significant replies were used in computing medians.

TABLE LXIV

FAMILIES BY DISTANCE TO NEAREST PUBLIC TRANSPORTATION BY AREAS

Distance (blocks)*	Total		Number of Families									
	No.	%	A	B	C	D	E	F	G	H	I	J
Under 1	93	21.1	7	4	28	4	13	1	9	10	--	17
1-4	226	51.4	34	16	29	14	23	36	2	41	9	22
5-8	43	9.8	3	14	2	10	2	6	1	5	--	--
9 or more	38	8.6	4	16	1	2	2	7	1	4	--	1
Don't know	40	9.1	10	--	1	--	--	5	--	1	22	1
TOTAL	440	100.0	58	50	61	30	40	55	13	61	31	41
Median Distance** (blocks)	2.8		2.9	6.3	1.2	4.0	2.1	3.6	0.7	2.9	2.9	1.4

*Eight blocks equal one mile.
**Only significant replies used in computing medians.

TABLE LXV

FAMILIES BY TENANCY STATUS BY AREAS

	Total		Number of Families									
	No.	%	A	B	C	D	E	F	G	H	I	J
Own Homes	253	57.5	35	48	56	25	37	7	11	6	28	--
Rent Homes	187	42.5	23	2	5	5	3	48	2	55	3	41
TOTAL	440	100.0	58	50	61	30	40	55	13	61	31	41

TABLE LXVI

FAMILIES BY MONTHLY HOUSING COSTS BY AREAS

Monthly Housing Cost	Total		Number of Families									
	No.	%	A	B	C	D	E	F	G	H	I	J
Under $60	44	10.0	3	3	8	16	1	--	1	--	8	4
$60-74	94	21.4	7	23	5	1	7	1	1	10	4	35
$75-89	78	17.7	11	12	14	--	4	6	--	18	13	--
$90-99	38	8.6	8	3	4	5	--	3	3	11	1	--
$100-114	74	16.8	18	1	8	1	4	23	1	17	1	--
$115-124	28	6.4	3	--	3	--	3	16	2	1	--	--
$125-149	16	3.6	1	2	1	--	5	4	3	--	--	--
$150 and more	10	2.3	1	--	--	--	8	1	--	--	--	--
Don't Know	58	13.2	6	6	18	7	8	1	2	4	4	2
TOTAL	440	100.0	58	50	61	30	40	55	13	61	31	41
Median Housing Costs* (dollars)	84		95	70	84	54	114	110	114	90	76	67

*Only significant replies were used in computing medians.

TABLE LXVII

FAMILIES BY MONTHLY LIVING EXPENSES BY AREAS

Monthly Living Expenses	Total		Number of Families									
	No.	%	A	B	C	D	E	F	G	H	I	J
Under $150	11	2.5	1	--	--	6	--	--	--	--	--	4
$150-199	31	7.0	2	5	6	8	1	1	--	2	1	5
$200-249	84	19.1	8	15	11	3	1	5	--	13	11	17
$250-299	64	14.5	12	11	9	3	4	3	1	11	6	4
$300-349	66	15.0	10	7	9	3	6	8	1	12	5	5
$350-399	29	6.6	4	--	2	1	2	10	2	5	1	2
$400-449	38	8.6	6	3	1	--	5	12	4	5	1	1
$450 and over	37	8.4	3	1	3	1	11	9	4	4	1	--
Don't Know	80	18.2	12	8	20	5	10	7	1	9	5	3
TOTAL	440	99.9	58	50	61	30	40	55	13	61	31	41
Median* (dollars)	290		299	253	268	189	409	384	424	299	257	228

*Only significant replies were used in computing medians.

TABLE LXVIII

MEDIAN HOUSING COSTS AS A PER CENT OF MONTHLY LIVING EXPENSES BY AREAS

Median Cost	Total	Area A	B	C	D	E	F	G	H	I	J
Median Living Costs[1]	$290	$299	$253	$268	$189	$409	$384	$424	$299	$257	$228
Median Housing Costs[2]	$ 84	$ 95	$ 70	$ 84	$ 54	$114	$110	$114	$ 90	$ 76	$ 67
Percentage 2 of 1	29.0	31.8	27.7	31.3	28.6	27.9	28.6	25.9	30.1	29.6	29.4